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Foreign Office, November 17, 1863.

THE following is an Extract of a Despatch addressed to Her Majesty's Secretary of State for Foreign Affairs by Her Majesty's Chargé d'Affaires, in Japan, dated, Yokohama, September 11th, 1863.

The enclosed returns of British trade, furnished to me by Mr. Consul Winchester, are of themselves descriptive of the astonishing degree of progress which that trade has reached during the very period (the half-year ended the 30th of June last), when the situation of affairs has been more menacing and alarming than at any previous period.

Your Lordship will observe that the value of the export trade in British vessels has increased during the period referred to from £253,337, of the corresponding period last year, to £561,120

for the first six months of this year; and yet, during those same six months the succession of events which have transpired of an alarming and exciting character were calculated in an unparalleled degree altogether to paralyze and arrest any trading operations whatever.

In imports we have in the first six months of this year £111,470, against £68,981, for the same period of last year, being an excess of £42,489.

I beg leave also to draw your Lordship's attention to the fact that in this year's returns raw cotton figures for the first time as an article of export to the extent of 795,207 lbs.

In respect to the foreign trade in general of Yokohama, engaged in by the subjects of all the treaty powers, I enclose for your Lordship's information an excellent and very accurate report, extracted from a local paper.

Inclosure 1.

A RETURN of British and Foreign Vessels arrived at, and departed from, the Port of Kanagawa, during the Half-year ended 30th June, 1863, compared with the movements of 1862, during the same period.

ARRIVALS.

1863.					1862.		
Number.	Flag.				Tonnage.	Number.	Tonnage.
40	British	...	...	...	12938	14	4391
19	American	...	...	...	7347	12	9135
7	Dutch	...	...	...	1919	5	1023
2	French	...	...	...	653	2	295
5	Prussian	...	...	...	1252	...	...
1	Russian	...	...	...	286	...	...
74	Total				24395	33	14844

DEPARTURES.

1863.					1862.		
Number.	Flag.				Tonnage.	Number.	Tonnage.
39	British	...	...	...	12153	15	4803
26	American	...	...	...	9455	12	9135
8	Dutch	...	...	...	1969	4	763
2	French	...	...	...	653	1	149
3	Prussian	...	...	...	772	...	...
1	Russian	...	...	...	286	...	...
79	Total				25288	32	14850

British Consulate, Kanagawa, August 31st, 1863.

CHARLES A. WINCHESTER, Consul.

Inclosure 2.

A RETURN of the Import Trade in Forty British Vessels at the Port of Kanagawa during the Half-year ended 30th June, 1863, compared with that of 1862, during the same period.

Articles.	1863.		1862.	
	Quantities.	Value.	Quantities.	Value.
		Dollars.		Dollars.
Grey shirtings Bales	385	54,750	1,394	95,662
White " " "	140	16,000	208	16,050
Dyed " " "	153	19,875	106	12,462
Camlets " " "	1,009	160,380	477	75,712
Cottons " " "	76	6,006	131	13,969
Chintzes " " "	153	16,275	128	12,594
Tafachelass " " "	1	300	41	9,916
Velvets " " "	111	22,116	66	5,986
Woollens " " "	116	16,965	63	8,610
Cotton yarns Peculs	4	255	...	...
Vermillion " " "	59	4,175	...	...
Tin, lead, and spelter " " "	13,358	182,931	1,759	53,579
Medicine " " "	...	11,861	...	570
Provisions " " "	...	1,662	...	900
Miscellaneous " " "	...	21,597	...	25,000
Total ... ..	...	£535,098	...	£331,010

In sterling @ 4s. 2d. £111,470 17s. 6d. £68,960 3s. 4d.

British Consulate, Kanagawa, August 31st, 1861.

CHARLES A. WINCHESTER, Consul.

Inclosure 3.

A RETURN of the Export Trade in Thirty-nine British Vessels, at the Port of Kanagawa, during the Half-year ended 30th June, 1863, compared with that of 1862, during the same period.

Articles.	1863.		1862.	
	Quantities.	Value.	Quantities.	Value.
		Dollars.		Dollars.
Raw silk Peculs	7,179	2,281,773	3,617	984,732
Tea "	18,280	253,540	15,231	168,392
Oil "	569	4,260	790	3,557
Seaweed "	4,053	7,243	3,560	5,140
Wax "	95	857	38	395
Isinglass "	10	100	61	913
Gensing "	124	20,029	6	837
Mushrooms "	158	2,164	209	3,270
Dried fish "	2,297	17,853	1,364	8,500
Raw cotton "	5,979	70,404	...	...
Gallnuts "	213	1,155	46	184
Medicine "	...	1,685	...	168
Paper "	...	1,171	...	1,705
Lacquered ware, &c. "	...	10,029	...	6,245
Timber "	...	17,737	...	1,730
Miscellaneous "	...	13,378	...	30,253
Total ... ..	...	£2,703,378	...	£1,216,021

In sterling @ 4s. 2d. £563,203 15s. £253,337

British Consulate, Kanagawa, August 31st, 1863.

CHARLES A. WINCHESTER, Consul.

Inclosure 4.

Having in our last completed a short and hurried *revue* of the past twelve months' political doings of Japan, we now proceed, according to promise, concisely to gather together, at this appropriate season, a few of the leading facts and statistics in reference to commercial matters. The sketch will of necessity be but short and imperfect, but we shall return to the different heads of the subject as time and opportunity may afford.

Imports—The month of July (1862) opened with a pretty brisk market in this branch, several large transactions in 6½ cattie grey shirtings, and considerable business in camlets reported. The demand for tin had been good, and recent arrivals to the extent of about 2,000 piculs disposed of. This general activity continued, with slight variations, to the end of the year. Tin and lead advanced, and good business was done at prices ranging from 38 dollars to 42 dollars for No. 1, and 25 dollars to 32 dollars for No. 2 of the former; and 8 dollars to ten dollars for the latter. The estimated settlements, of lead about 37,000 piculs, of tin, say 36; camlets, 29,000, and grey shirtings, 141,000 pieces. At the commencement of the year 1863 this branch of trade began to slacken, and the transactions in most of the above principal articles were, comparatively with the preceding months, very trivial. An improvement was looked for after the turn of the Japanese holidays, and in April more business was done, cotton and woollen goods showing a slight advance. Tin greatly declined and became unsaleable. At the end of May, owing to the disturbed aspect of

political affairs, business came almost to a standstill, and so continued until the settlement of the money-portion of the demands of Great Britain, when disposition for business was early evinced by the Japanese merchants, though but few transactions in cotton goods are reported, business in camlets only to some extent being noticeable.

SILK.

We now proceed to take a retrospective view of this, our principal staple, for the season just ended. At this time last year the markets in Europe were extremely buoyant; the demand for Japan silk had since the beginning of 1862 assumed a remarkable activity, owing probably to a peculiarity of its nature which offered for certain purposes considerable advantages to manufacturers, and gave it on that account a decided superiority over most of the other descriptions of silk known hitherto. We refer especially to the property which Japan silk possesses in an eminent degree of imbibing a large proportion of dye stuff, and which renders it invaluable for the manufacture of black goods, which were the prevailing fashion in Europe throughout the last year, under the French term "trame Japon."

The market for the season 1862-63 opened with a slight rise on the prices that had been ruling for the latter part of the season 1861-62; there was still a margin left on the rates that were current in Europe, and this margin, in connection with the increasing favour with which Japan silk was received, resulted in large orders being sent to this market. They met with a supply fully equal to the demand, the crop of 1862-63 having

been since known to be nearly double that of 1861-62: indeed, from the end of August to the middle of November, prices had given way 5 to 10 per cent. below those of July. When it was ascertained in China, towards the latter end of 1862, that the produce of that country for the season 1862-63 would fall short of the preceding campaign, the merchants of Shanghai and Europe turned their attention to Japan, the growing capabilities of which were becoming more and more apparent. From the month of December the demand assumed a fresh start, and for three or four months continued unabated, so that prices rose gradually to an unprecedented point. The political events of April did not materially check the activity of the market. Money was then tolerably abundant, and the chance of impending hostilities induced the foreign houses to convert as much as they could of their goods and property in exportable articles; on their own side the Japanese dealers were not slow to avail themselves of this new turn of affairs, and, so long as they did not consider themselves in danger, sustained firmly the prices of their commodities.

In the beginning of May a panic set in among them; all at once they became eager sellers, and large quantities of silk were disposed of at a reduction of 70 dollars, and in some instances even 100 dollars. This state of things, however, did not last beyond a few days. Reassured as well by their own authorities, as by the readiness with which the foreign houses met their offers, the native dealers very soon showed more firmness and prices returned to their former point. But, from that moment to the end of the season, the arrivals from the interior became very limited, possibly from the gradual exhaustion of the stock in the country, perhaps also from natural apprehensions so long as political affairs remained threatening and unsettled.

Fortunately the fears which had at one time been seriously entertained about the maintenance of peace have passed away, at least as far as this place is concerned, and from the reports of the Japanese dealers themselves, we are led to believe that they are encouraged by their own authorities to continue and extend their transactions with the foreign community of Yokohama.

The present season (of 1863-64) has just opened under very auspicious circumstances. The new crop was favoured with fine weather, and there is every reason to believe, all reports to the contrary notwithstanding, that the result has been most satisfactory. Indeed the large profits which the Japanese dealers and growers have realised, especially throughout the last year in this staple, must have acted as a powerful incentive to a largely increased cultivation of the mulberry-tree, and there is no doubt, in our mind, that anticipations in that respect will be fully borne out by facts hereafter. If, after the above sketch, we pass from the purely commercial to moral considerations, we cannot but be powerfully struck with the following remarks.

It is now just four years since Japan was opened by treaty to the foreign trade. Centuries had elapsed during which no intercourse had taken place with the "hated barbarians," except upon the smallest scale at Nagasaki; and that with one European nation only. When it was ascertained that silk was grown in this country (a fact put beyond doubt by the first importation of that article into England towards the middle of 1859), the attention of consumers was awakened to it, and experiments made which convinced them at once that this new produce would soon prove

highly interesting. We need not remind our readers that for some few years before the opening of Japan, the production of France and of Italy had been considerably curtailed by a new disease of the Silkworm, which has lasted since without intermission. The diminution of the European crop had mainly induced the continental manufacturers to use China silk, to which they had previously shown a material reluctance. It cannot therefore be considered surprising that when the first bales of Japan silk appeared on the London market, a general curiosity arose with regard to a produce at once so new to the manufacturing world, and so much wanted. When it was ascertained that this new article possessed intrinsic qualities far superior, not only to Bengal and China silk, but even to anything until then known in Europe, a gradual demand sprung up for it, which has hitherto led to astonishing results, and promises to go much further still. To speak in round numbers the exportation of Japan silk amounted in 1859-60 to 6000 bales, in 1860-61 to 10,000 bales, in 1861-62 to 12,000 bales, and in the season 1862-63, just ended, to 26,000 bales.

The lowest average value here of a bale of Japan silk of 85 cattiees, including export duty, commission, and other charges, may be estimated for the last season at 370 dollars, which gives for 26,000 bales, 9,620,000 dollars,—or, at 5s. for the dollar, upwards of £2,400,000.

We read with wonder some months ago in the columns of a London contemporary, that "the trade with Japan is barely sufficient to pay the expenses of the agencies established here by the great China houses!"

We, on the contrary, believe that there are few examples in the commercial world of so rapid a development of trade: and this is the more startling as Japan had been isolated for centuries from intercourse with all outsiders. But when we come to consider that the staple upon which we are now remarking, is the most costly of all commodities, with the exception of gems and precious metals, we cannot refrain from enlarging upon the growing importance of a country which has, in so short a time, increased its capabilities more than fourfold, with every appearance of further progress. Nay, if we compare Japan to China for silk only, we have it on the most undoubted authority that the latter country, within the space of 4 years after the conclusion of the Treaty of Nankin, remained a good deal behind what Japan has achieved with regard to the quantity and value of silk exported; and yet China had at that time enjoyed for 100 years or more, constant relations with foreigners at Canton, whereas our connexion with Japan is yet in its infancy.

It is also worthy of notice that the production of silk in China has been getting gradually less for the last two or three years. Should this decrease continue the deficiency will most fortunately be filled up by the produce of this country; and in the contrary case we are content to leave the commerce of Yokohama to its natural development, stimulated as it will be by the self-interest of all parties concerned.

Japan silk has now taken a firm hold in the markets of Europe; the demand for it goes on increasing yearly, owing to its own peculiar and intrinsic merit, which renders it independent of all competition, and we are fully assured, as far as all human foresight can go, that ere many years are over, the silk trade of this place will stand second to none other.

TEA.

The season of this staple opened with a brisk market, and with quotations 1 to 2 dollars in advance of preceding rates for medium description. Quotations standing thus: Medium (old), 16 to 22 dollars, ditto (new), 20 to 24 dollars: Good to Fine (old), 24 to 29 dollars, ditto (new), 25 to 31 dollars. For some weeks these prices were fully maintained, but in the month of September there was some falling off in sales owing to the extreme rates asked by the teamen. The few sales made were at a further advance of 1 to 2 dollars for the medium kinds. In the following month there was a still further advance for the same kinds of from 2 to 3 dollars. Business during the months of November and December was very fluctuating, tending, in consequence of the extreme rates demanded by the teamen, towards dullness, but at the end of the year the prices became somewhat easier and a considerable number of settlements were made. In the month of January a further advance of 1 to 2 dollars was submitted to; prices then standing about thus—Common 14 to 20 dollars; Medium 21 to 28 dollars; Fine 29 to 33 dollars. Business then began to fall away, and notwithstanding that the teamen showed some inclination to submit to some decline, no great demand existing, but little was done. In the months of February and March a small business only was done, that principally for the American market. In the month of April, in consequence of the disturbed aspect of political affairs, the Japanese merchants took alarm, and eager to work off their stocks previous to their intended departure, consented to very considerable reduction, indeed at this period the changes were so great and so frequent that quotations were not obtainable. At the end of the season there was a slight improvement in business, stocks light and appearing likely so to continue until confidence in political matters be restored.

The new season, however, considering the unsettled state of affairs opened with tolerable activity, the new crop of medium coming in pretty freely, but none of a really fine quality. The promise of the incoming season is said to be of fair average quality and amount. We refer to our standing Tables for information as to the details of the past season's campaign. The grand total showing 5,796,388 lbs., against 5,847,133 in season 1861-62.

GENERAL EXPORTS.

In other produce the business of the same period seems to have been very small; the market continuing bare and few transactions reported until the commencement of October, when a new staple—cotton—began to be brought in pretty freely,—say to the extent of about 3000 piculs, which found a ready market at about 14 dollars 50 cents to 16 dollars 50 cents per picul for the superior qualities. Since that time but little was done in it until towards the end of March, when some revival took place. The exports in the new staple up to the end of June was 8,648 bales. It is matter for great astonishment, when we consider that so very recently this article was grown in quantities barely sufficient for the wants of home consumption, and that the knowledge of the foreign demand could only have transpired just before the last year's crop was reaped, that we should be able to quote the above figure of its export. Surely this is great and conclusive evidence of the elasticity with which this country's produce could be extended towards the bearing its fair share in

the supply of the wants of that world, from the rest of which it has hitherto been so secluded. Before closing our remarks on this article we may say, generally as to quality, that there have been various kinds brought in, which although all good, have differed slightly in value. All its several kinds have been well appreciated at home, and have sold at prices considerably over China cotton. The period closed with a good demand.

Timber—at the commencement of the year, was in pretty brisk demand, and was exported, principally to Shanghai, in considerable quantities. It has since this been much neglected.

In copper there has been very little done during the year, owing to the extreme prices demanded.

War Office, November 21, 1863.

THE Secretary of State for War has received Despatches from Lieutenant-General Cameron, C.B., Commanding the Troops in New Zealand, of which the following are copies:

Head Quarters, Queen's Redoubt,

MY LORD, August 31, 1863.

I HAVE the honour to report that I have not been able to undertake any operation of importance since the date of my last despatch.

Having received intelligence that a body of insurgents had collected at the villages of Paparao and Paparata, about 14 miles to the east of our position on the Koheroa, I marched a force of about 700 men there on the night of the 1st August, with the intention of surprising them; but on reaching the villages we found them deserted, the natives having retired into the dense bush behind them, which is of such vast extent that it would have been useless to have followed them into it.

I herewith enclose a report which I made of this movement to his Excellency Sir George Grey.

On the 14th August I advanced the headquarters of the 14th Regiment from our first position on the Koheroa to one about four miles higher up the Waikato, close to the Whangamario, a small tributary of the former river.

About two miles higher up the Waikato, and on the same bank, at a place called Meri-meri, the Waikato tribes and their allies are assembled in considerable numbers, under William Thompson, one of their principal Chiefs, and have posted themselves on a height commanding the river, which they have fortified with much skill and care.

This position is one of great natural strength, as a force attacking it by land must advance along a narrow strip of scrub and bush, until it reaches the foot of the position; or, if the attack be made by water, the force must be landed out of boats immediately under the fire of several lines of rifle-pits. There is no point on the bank of the river from which the position can be shelled with effect.

I consider it would not be prudent to attack under these disadvantages without the aid of artillery, and I have therefore ordered four cargo boats to be fitted to carry an Armstrong gun in each; and I intend to defer the attack until they are ready, when I hope the iron steamer will also have arrived from Sydney.

Working parties of civilians and soldiers have been employed for some time past, at the expense of the Colonial Government, in clearing the bush on each side of our line of communication, in order that our convoys may pass with greater safety. When finished I hope to be enabled to reduce the strength of the escorts, and of the posts

along the road, which entail very severe duties upon the troops, and diminish the force available for active operations.

On the 26th instant one of these working parties, which, contrary to orders, had no covering party for its protection, was surprised by a large body of natives, and lost two men killed, and twenty-one stand of arms, five of which were afterwards found in the bush. The report of this occurrence, which I forwarded to his Excellency Sir George Grey, is enclosed.

Nothing of consequence has taken place in the other provinces of the Northern Island.

I have, &c.,

(Signed) D. A. CAMERON,
Lieutenant-General.

The Right Honourable
The Secretary of State for War, &c., &c.
London.

Head Quarters, Queen's Redoubt,

Sir,
3rd August, 1863.

I HAVE the honour to inform your Excellency, that on the night of the 1st instant, I left the Queen's Redoubt with a force of about 700 men, including a party of seamen and marines of H.M.S. Harrier, for the purpose of reconnoitring the villages of Paparao and Paparata, where I had reason to believe that a large body of rebels had collected, Captain Sullivan, commanding H.M.S. Harrier, accompanied the force.

After a fatiguing night march, the last mile of which was through very high and thick scrub, we reached Paparao at daybreak, and found it entirely deserted, though it had evidently been recently occupied, and I have little doubt that the natives had received some notice of our movements.

After searching this village we proceeded along a bush track, which I was afterwards informed led to Hanrake, having missed the track to Paparata. Some natives, concealed so far within the bush on our right as to be perfectly invisible, opened fire on the leading files, and wounded a soldier of the 12th Regiment. We replied to their fire for some time, but as from the character of the bush and scrub near it, it was impossible to get within reach of them, and I did not consider it advisable to lose time in searching for a track, I withdrew the force leisurely without any attempt on the part of the natives to follow us.

When we had reached the open ground, a large body of natives came down from the ranges, and joining the party in the bush, commenced a rapid and continuous fire of musketry in the most absurd manner, as though they had been closely engaged with an enemy, although at that time we must have been fully a mile and a half from them.

The troops returned to the Queen's Redoubt about 3 o'clock in the afternoon, having been under arms since half-past 7 the previous evening, and having marched nearly 30 miles.

I have every reason to be satisfied with the cheerful manner in which this arduous duty was performed by the troops, and with the conduct of all the officers and men composing the force, particularly of the detachment of the 12th Regiment, under Major Miller, for the bold and intelligent manner in which they covered the advance over difficult ground.

I have, &c.,

(Signed) D. A. CAMERON,
Lieutenant-General,

His Excellency Sir George Grey, K.C.B.
&c. &c. &c.

Head Quarters, Queen's Redoubt,

MY LORD,
September 6, 1863.

I HAVE the honour to forward the copy of a Despatch to His Excellency the Governor, enclosing reports from Captain the Honourable F. Le Poer Trench, 40th Regiment, and Ensign Dawson, 2nd Battalion, 18th Regiment, relative to an attack upon a patrol in the village of Pokeno, on the 2nd instant, about a mile and a half from this post. Nothing else of any importance has occurred since the date of my last despatch. Two detachments, 12th and 40th Regiments, have arrived from Sydney and Tasmania, amounting to about 160 men.

I have, &c.

(Signed) D. A. CAMERON,
Lieutenant-General.

The Right Honourable
The Secretary of State for War, &c., &c.
London.

Head Quarters, Queen's Redoubt,

Sir,
September 4, 1863.

I HAVE the honour to forward, for your Excellency's information, the copy of a report from Ensign Dawson, 2nd Battalion Royal Irish of an attack made upon the patrol under his command, near the village of Pokeno, on the morning of the 2nd instant, with one from Captain the Honourable F. Le Poer Trench, 40th Regiment, whom, on hearing the firing, I ordered to proceed in support with the inlying picquet from the Queen's Redoubt.

The gallantry of Ensign Dawson and his patrol, in charging the enemy without hesitation when fired upon suddenly from the bush, their steadiness when they found themselves nearly surrounded by superior numbers, and the manner in which Captain Trench brought up his support and assisted in putting the enemy to flight, reflect great credit upon those two officers and the detachments under their command, which consisted of parties of the 2nd Battalion 18th, 40th, and 65th Regiments.

I have, &c.,

(Signed) D. A. CAMERON.
His Excellency Sir George Grey, K.C.B.
&c. &c. &c.

Queen's Redoubt,

Sir,
September 4, 1863.

I HAVE the honour to report, for the information of the Lieutenant-General Commanding, that on the morning of the 2nd September, I was Subaltern in charge of the Pokeno picquet, consisting of two Serjeants and sixty rank and file, leaving Queen's Redoubt at about seven o'clock, A.M., when within about half a mile of the village I was attacked in my rear by a body of Maories. I ordered my men to face about and charge them. We drove them down a gully towards the swamp into the bush on the right of Pokeno village. I followed them for about half a mile along the track towards Paparao. Hearing yells in the direction of the village, I returned along the track to the open ground where I was first fired on.

On arriving there I was received with a volley from the enemy, who were extended across the whole of the clearing, then between me and the village, and also from the bush on the right. I cannot too highly praise the steady conduct of the men at this moment, the enemy appearing in great force, I ordered the men to remain in skirmishing order, and to keep a steady fire, taking advantage of any cover the ground afforded. From the

commotion I occasionally perceived, I conclude that our fire was effectual, and that the Maories were removing their wounded. I remained in the position I had taken up until reinforced by Captain the Hon. F. Le P. Trench, 40th Regiment, who then assumed the command, and by his order I advanced with the skirmishers.

I have, &c.,
 (Signed) CHARLTON DAWSON,
 Ensign, 2nd Battalion, 18th Royal Irish.
The Assistant Military Secretary,
 &c. &c. &c.
Head Quarters.

Queen's Redoubt,

September 4, 1863.

SIR,
 I HAVE the honour to report, for the information of the Lieutenant-General Commanding, that at about half-past seven o'clock on the morning of the 2nd, I was ordered to march the inlying picquet to the support of the patrol at Pokeno village. When within about half a mile from the village I found the patrol, under command of Ensign Dawson, 2nd Battalion, 18th Royal Irish, engaged with a body of Maories, who at that time occupied the bush on the right of the village and the clearing on this side of it, which is covered with fallen timber. I immediately reinforced the skirmishers, who advanced, driving the Maories from the clearing, and out of the village into the bush. After scouring the bush on the right of the village, the enemy having made their retreat in that direction, and deeming that further pursuit was useless, I returned to the Queen's Redoubt. In the meantime the force under my command had been augmented by the arrival of the escort under the command of Captain Noblett, 2nd Battalion, 18th Regiment. I am happy to be able to state that there were no casualties on our side, and that both officers and men behaved with the greatest steadiness. I am unable to compute the loss on the part of the Maories. Two flint guns and some ammunition fell into our hands.

I beg to bring to the notice of the Lieutenant-General Commanding the services of Ensign Spiller, 65th Regiment, Ensign Gomez, 40th

Regiment, Lieutenant Croft, 2nd Battalion, 18th Regiment, who accompanied the inlying picquet, and more especially the conduct of Ensign Dawson, 2nd Battalion, 18th Regiment, who had to contend against a force of Maories far superior in numbers to the patrol under his command.

I have, &c.
 (Signed) F. LE P. TRENCH,
 Captain 40th Regiment.
The Assistant Military Secretary,
 &c. &c. &c.
Head Quarters.

Head Quarters, Queen's Redoubt,

August 26, 1863.

SIR,
 I HAVE the honour to forward, for your Excellency's information, the copy of a report which I have received from Captain Cook, 40th Regiment, relative to a sudden attack made by a large body of rebel natives upon a party of twenty-five men of the 40th Regiment, employed under Mr. Martyn in felling bush on the Great South-road, near Williamson's clearing.

I regret to state that two men were killed, and nearly the whole of the arms belonging to the party were taken possession of by the enemy, and more lives must have been lost but for the timely assistance rendered by the escort under the command of Captain Cook, whose conduct on the occasion was most praiseworthy.

The officers mentioned in Captain Cook's report, who commanded the different posts along the road, deserve great credit for the promptitude with which they hastened in support.

Your Excellency will observe that we had only one man hit after the arrival of the escort, although the enemy continued firing for upwards of an hour.

Had the men employed in felling the bush been protected by a covering party, according to my directions, this occurrence in all probability would not have taken place.

I have, &c.,
 (Signed) D. A. CAMERON,
 Lieutenant-General.
His Excellency Sir George Grey, K.C.B.
 &c. &c. &c.

NOMINAL RETURN of Killed and Wounded at the Fifth Bridge, on the 25th August, 1863.

Regimental Number.	Rank and Names.	Corps.	Age, Years.	Service, Years.	Date of Death.	Place of Death.	Nature of Injury.
296	Private John Gidney	40th	31	3	1863. Aug. 25	Fifth Bridge	Bullet wound in left side; fatal
3118	" Brien Flannory	"	35	16	Ditto	Ditto	Bullet wound in left breast, and bullet wound through right thigh; fatal
346	" Laurence Plover	2-18th	29	5			Bullet wound in right leg

JOHN E. CARTE, A.M.,

Surgeon-Major 2nd Battalion 14th Regiment,

Senior Medical Officer, for Deputy Inspector-General, P.M.O.

The Assistant Military Secretary,
Head-Quarters, Queen's Redoubt.

*Queen's Redoubt,
August 25, 1863.*

SIR,

I HAVE the honour to report, for the information of the Lieutenant-General Commanding, that when returning from Baird's Farm, in command of the escort with the convoy from Drury, this day, on arriving at Williamson's clearing, I heard firing in my front, and, on proceeding to the spot, found that my advanced guard was engaged, in the immediate vicinity of the road, with a party of Maories. The main body of my escort rushed up, and we quickly drove the enemy into the bush. It appears that a party, consisting of twenty-five men of the 40th Regiment, under a non-commissioned officer were employed in felling bush near the road; they had left their arms piled on the edge of the road under charge of a sentry. Suddenly a number of Maories rushed upon the arms and took possession of them, the sentry firing at them. The Maories had surrounded the men in the bush, and had shot two men dead when my advance guard came up and engaged them. Reinforcements from Williamson's Clearing, Martyn's Farm, Kerr's Farm, and Razor's Back, as well as a party of thirty men of the escort proceeding to Drury under the command of Captain Bishopp, Transport Corps, with Assistant-Surgeon Carberry, 2nd Battalion 14th Regiment, joined me shortly after the firing commenced; and we skirmished with the enemy for about an hour and a quarter, driving them into the bush, and following them in for a short way. A party of the 65th Regiment, under Captain Ord, endeavoured to get behind the Maories and cut off their retreat, but were unsuccessful. The casualties of the troops under my command consisted of one man 2nd Battalion, 18th Regiment, wounded. The loss of the Maories appears to have been one man killed and left on the field, and five men wounded and carried away. Two rifles, a few muskets, some tomahawks, ammunition, &c., fell into our hands.

I beg to bring to the notice of the Lieutenant-General Commanding, the services of Captain Ord, 65th Regiment, Captain Bishopp, 2nd Battalion, 18th Regiment, Lieutenant Warren, 65th Regiment, commanding at Kerr's Farm, Lieutenant Thacker, 2nd Battalion, 18th Regiment, commanding at Williamson's Clearing, Lieutenant Clarke, Madras Cavalry, attached to Transport Corps, and Lieutenant Pagan, 65th Regiment, and Ensign Haines, 2nd Battalion, 18th Regiment, who were with the escort under my command.

The whole of the officers and men behaved extremely well.

Judging from the enemy's fire, I should say there were at least 200 of them.

I have, &c.,

(Signed) A. COOK,
Captain 40th Regiment.

*The Assistant Military Secretary,
Head Quarters, Queen's Redoubt.*

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.

Whitehall, November 23, 1863.

The Queen has been pleased to present the Reverend Neil John MacQuarrie to the church at Trumisgarry, in the parish of North Uist, in the presbytery and Island of Uist, vacant by the transportation of the Reverend Donald Macdonald, to the church and parish of Sleat, in the presbytery of Skye.

Whitehall, November 18, 1863.

THE Queen has been pleased to grant unto Horace Townsend, of Derry, in the county of

Cork, of Edstaston House, in the parish of Wem, in the county of Salop, Esquire, and of Lincoln's Inn, Barrister-at-Law, and unto Mary Susanna, his wife, eldest of the two daughters, and co-heirs of Thomas Cox Kirby, sometime a Lieutenant-Colonel in the Army, and Knight of the Royal Hanoverian Guelphic Order, deceased, Her Royal licence and authority, that they may, in compliance with a proviso contained in the last will and testament of Thomas Payne, late of Edstaston House aforesaid, Esquire, deceased, take and henceforth use the surname of Payne, in addition to and before that of Townsend; and that such surname may in like manner be taken, borne and used by the issue of their marriage:

And also to command that the said Royal concession and declaration be recorded in Her Majesty's College of Arms.

Crown Office, November 24, 1863.

MEMBER returned to serve in the present PARLIAMENT.

Borough of Andover.

William Henry Humphery, of Penton Lodge, near Andover, in the county of Southampton, Esq., in the room of William Cubitt, Esq., deceased.

Board of Trade, Whitehall,
November 23, 1863.

THE Right Honourable the Lords of the Committee of Privy Council for Trade have received, from the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Minister at Madrid, enclosing the following translation of a Spanish Royal Decree, effecting certain alterations in the gold and silver coinage of Spain:—

ART. 1.—The piece of money called "*centén*" (the piece of 100 reals) shall be coined henceforth with the new reverse, approved on this date, and the legend on the border, *Rey, Patria, Ley* (King, Country, Law), established by the Law of December 1, 1836, instead of with the rim closed and grooved, in accordance with the 6th Article of the Royal Decree of the 15th April, 1848.

ART. 2.—In the gold pieces of the value of 40 and 20 reals, the same reverse, *reduced*, shall be adopted, with the modifications that may be necessary; but these pieces shall continue to be coined with the same description of rim as heretofore.

ART. 3.—The Minister of Finance shall order the necessary measures to be taken for the conversion into the new coinage of the gold pieces at present in circulation, beginning by calling in the 100-real pieces anterior to the year 1854, and for securing that a portion of the new work shall be executed on pieces of 40 and 20 reals, in order to remedy the scarcity of large silver coinage at present experienced throughout the Kingdom.

ART. 4.—This reform shall be carried out in such manner as may be compatible with the demands upon the public treasury, and the amount of the credits set apart in the ordinary estimates for the expense of recoining defective money.

Madrid, 19th August, 1863.

No. 22791.

B

War Office, Pall Mall,
24th November, 1863.

1st Regiment of Dragoon Guards, John Robert Burlton Bennett, Gent., to be Cornet, by purchase, vice Henry Mitchell Jones, who retires. Dated 24th November, 1863.

6th Dragoon Guards, Lieutenant George Clayton Swiney, from the 8th Hussars, to be Lieutenant, vice Gair, promoted to an Unattached Company. Dated 24th November, 1863.

8th Hussars, Lieutenant George Clayton Swiney, from the late 5th Bengal European Light Cavalry, to be Lieutenant, vice Herbert Cromwell Collier, transferred to the Bengal Staff Corps. Dated 24th November, 1863.

Royal Artillery, Lieutenant-Colonel and Brevet-Colonel Charles James Wright to be Colonel, vice Edmund Neal Wilford, retired upon full pay. Dated 2nd November, 1863.

Captain and Brevet-Colonel Charles Stuart Henry to be Lieutenant-Colonel, vice Brevet-Colonel Wright. Dated 2nd November, 1863. Second Captain Campbell Hardy to be Captain, vice Brevet-Colonel Henry. Dated 2nd November, 1863.

Lieutenant Walter Newman to be Second Captain, vice Hardy. Dated 2nd November, 1863.

Gentleman Cadet William Taylor to be Lieutenant, vice Newman. Dated 13th October, 1863.

Gentleman Cadet George Will to be Lieutenant, vice Henry Metcalfe, deceased. Dated 2nd November, 1863.

The dates of Commission of the undermentioned Officers to be altered as follows:—

Lieutenant T. Walker, to 10th June, 1859.

Lieutenant G. E. Hancock, to 10th June, 1859.

Lieutenant H. C. Seton, to 8th June, 1860.

Lieutenant S. G. D. Turner, to 8th June, 1860.

Lieutenant E. Montefiore, to 8th June, 1860.

Lieutenant H. E. Yorke, to 2nd October, 1860.

Lieutenant E. H. H. Collen, to 1st July, 1863.

Lieutenant G. F. D. Sutton, to 5th July, 1863.

Lieutenant W. F. de H. Curtis, to 6th July, 1863.

Lieutenant H. E. Dolphin, to 15th July, 1863.

Lieutenant H. A. Graves, to 16th July, 1863.

Lieutenant R. L. Price, to 16th July, 1863.

Lieutenant H. A. Denny, to 21st July, 1863.

Lieutenant F. F. Ditmas, to 1st September, 1863.

Lieutenant H. R. L. Morgan, to 1st September, 1863.

Lieutenant A. A. Saunders, to 1st September, 1863.

Lieutenant R. Corbett, to 1st September, 1863.

Lieutenant A. J. Pearson, to 11th September, 1863.

Lieutenant Buckle, to 19th September, 1863.

Lieutenant W. Bucke, to 20th September, 1863.

Lieutenant W. V. Gregory, to 3rd October, 1863.

Lieutenant C. S. Graham, to 10th October, 1863.

The surname of the Lieutenant appointed with the date of 1st July, 1861, is "*Carlile*," and not "*Carlisle*," as previously stated.

Military Train, Ensign Benjamin Simner to be Lieutenant, without purchase, vice George Edward Fursdon, who retires. Dated 24th November, 1863.

Andrew George Saunders, Gent., to be Ensign, without purchase, vice Davies, promoted. Dated 24th November, 1863.

Grenadier Guards, Captain H. B. H. Blundell, from the Rifle Brigade, to be Lieutenant and Captain, by purchase, vice the Honourable A. Annesley, who exchanges. Dated 24th November, 1863.

Coldstream Guards, Major and Brevet-Colonel William Mark Wood to be Lieutenant-Colonel, vice Lieutenant-Colonel and Brevet-Colonel Thomas Montague Steell, C.B., who retires upon half-pay. Dated 24th November, 1863.

Captain and Lieutenant-Colonel and Brevet-Colonel Arthur St. George Herbert Stepney, C.B., to be Major, vice Brevet-Colonel Wood. Dated 24th November, 1863.

Lieutenant and Captain and Brevet Lieutenant-Colonel the Honourable William George Boyle to be Captain and Lieutenant-Colonel, by purchase, vice Brevet-Colonel Stepney, C.B. Dated 24th November, 1863.

Ensign and Lieutenant Charles Walter Lee-Mainwaring to be Lieutenant and Captain, by purchase, vice Brevet Lieutenant-Colonel the Honourable W. G. Boyle. Dated 24th November, 1863.

Lieutenant Richard Spencer Hall, from 7th Foot, to be Ensign and Lieutenant, by purchase, vice Cathcart, promoted. Dated 24th November, 1863.

1st Regiment of Foot, Ensign Thomas Atkinson to be Lieutenant, by purchase, vice Edward Willoughby Pardoe, who retires. Dated 24th November, 1863.

Ensign John Briscoe Watts, from the 37th Foot, to be Ensign, vice Atkinson. Dated 24th November, 1863.

Ensign Charles Greenlaw Leggett to be Lieutenant, by purchase, vice Joseph Daniel Dickinson, who retires. Dated 24th November, 1863.

Reginald Carey Annesley, Gent., to be Ensign, by purchase, vice Leggett. Dated 24th November, 1863.

7th Foot, Lieutenant Hope obtained his promotion to Captain, *without* purchase, and not as stated in the Gazette of 17th instant.

22nd Foot, Captain Bonar Millett Deane to be Major, by purchase, vice Edward Simcon Webber Smith, who retires. Dated 24th November, 1863.

Lieutenant Henry Leigh to be Captain, by purchase, vice Deane. Dated 24th November, 1863.

Ensign William Gower Brakspear to be Lieutenant, by purchase, vice Leigh. Dated 24th November, 1863.

Gentleman Cadet Rhys Rainier Jones, from the Royal Military College, to be Ensign, by purchase, vice Brakspear. Dated 24th November, 1863.

Lieutenant Ralph Drake Backhouse to be Instructor of Musketry, vice Lieutenant Ernest Adolphus Carey, ordered to his Company. Dated 3rd October, 1863.

29th Foot, William Miles Prendergast, Gent., to be Ensign, without purchase, vice the Honourable Henry Edward Dormer, transferred to the 60th Foot. Dated 24th November, 1863.

37th Foot, Herbert Stewart, Gent., to be Ensign, by purchase, vice John Briscoe Watts, transferred to the 1st Foot. Dated 24th November, 1863.

45th Foot, Assistant-Surgeon Thomas Wood, M.D., from the Staff, to be Assistant-Surgeon, vice R. Atkinson, appointed to the Staff. Dated 24th November, 1863.

53rd Foot, The second Christian name of Ensign Messiter is *Dyne*, and not *Diné*, as stated in the Gazette of 9th October, 1863.

58th Foot, Henry John de Berniere Smart, Gent., to be Ensign, without purchase, vice Walter Hailes, transferred to the 97th Foot. Dated 24th November, 1863.

60th Foot, Ensign the Honourable Henry Edward Dormer, from 29th Foot, to be Ensign, vice St. John, promoted. Dated 24th November, 1863.

67th Foot, David Mackinlay Potter, Gent., to be Ensign, by purchase, vice Tidy, transferred to the 100th Foot. Dated 24th November, 1863.

71st Foot, Ensign Sydney Arthur Rothwell, has been permitted to take and use the surname of *Fitz Herbert*, in place of that of *Rothwell*.

77th Foot, Ensign William Samuel Henderson to be Lieutenant, without purchase, vice Arthur Bishop, deceased. Dated 5th October, 1863.

Ensign William James McClelland to be Lieutenant, by purchase, vice Henderson, whose promotion, by purchase, on the 17th November, 1863, has been cancelled. Dated 24th November, 1863.

Henry Wemyss Magee, Gent., to be Ensign, without purchase, vice McClelland. Dated 24th November, 1863.

81st Foot, Lieutenant George William Moysse Harmer to be Captain, without purchase, vice Alfred Wright, seconded on appointment as District Inspector of Musketry. Dated 24th November, 1863.

Ensign Sydney William Bell to be Lieutenant, without purchase, vice Harmer. Dated 24th November, 1863.

Cornet George John Woods, from 13th Hussars, to be Ensign, vice Bell. Dated 24th November, 1863.

82nd Foot, Captain John Gore, whose exchange from 7th Hussars was notified in the Gazette of 6th November, 1863, has been permitted to receive a portion of the former difference between Cavalry and Infantry. Dated 24th November, 1863.

83rd Foot, Lieutenant George Ernest Emas Blunt to be Adjutant, vice James N. Colthurst, promoted. Dated 24th November, 1863.

84th Foot, Captain and Brevet Major Cornelius Charles Rolleston, to be Major, without purchase, vice Spier Hughes, deceased. Dated 11th November, 1863.

Lieutenant Robert Fraser Humphrey to be Captain, without purchase, vice Brevet-Major Rolleston. Dated 11th November, 1863.

Ensign William Brodnax Knight, to be Lieutenant, without purchase, vice Humphrey. Dated 11th November, 1863.

85th Foot, Ensign John Humphreys, from the 94th Foot, to be Quartermaster, vice William Hill Watts, cashiered by the sentence of a General Court Martial. Dated 24th November, 1863.

94th Foot, Lieutenant George James Teevan to be Captain, by purchase, vice T. G. B. Atkinson, who retires. Dated 24th November, 1863.

Ensign Henry Jones to be Lieutenant, by purchase, vice Teevan. Dated 24th November, 1863.

Ensign James Graves Kelly, from the 3rd West India Regiment, to be Ensign, vice John Humphreys, appointed Quartermaster, 85th Foot. Dated 24th November, 1863.

Ensign John Mitchell Elliot, from the 100th Foot, to be Ensign, vice Jones. Dated 24th November, 1863.

96th Foot, Lieutenant Frederick Henniker to be Captain, by purchase, vice Rouse Douglas Douglas, who retires. Dated 24th November, 1863.

Ensign George Tuthill to be Lieutenant, by purchase, vice Henniker. Dated 24th November, 1863.

Alfred Mosenthal, Gent., to be Ensign, by purchase, vice Tuthill. Dated 24th November, 1863.

97th Foot, Ensign Walter Hailes, from the 58th Foot, to be Ensign, vice William Patrick Olliphant Boulderson, promoted. Dated 24th November, 1863.

100th Foot, Ensign Francis John Tidy, from the 67th Foot, to be Ensign, vice Elliot, transferred to the 94th Foot. Dated 24th November, 1863.

103rd Foot, The appointment of Lieutenant A. W. B. Caldecott as Adjutant, to be antedated to the 12th May, 1863.

105th Foot, Lieutenant James Edgar Baines to be Instructor of Musketry. Dated 10th September, 1863.

109th Foot, Lieutenant Edward Hemsted to be Instructor of Musketry. Dated 16th September, 1863.

Rifle Brigade, Lieutenant and Captain the Honourable Arthur Annesley, from the Grenadier Guards, to be Captain, receiving the difference, vice Blundell, who exchanges. Dated 24th November, 1863.

3rd West India Regiment, Serjeant Charles Kennett, from the 16th Lancers, to be Ensign, without purchase, vice Kelly, transferred to the 94th Foot. Dated 24th November, 1863.

4th West India Regiment, Lieutenant Charles Richard Williams to be Captain, without purchase, vice Thomas Herrick, deceased. Dated 3rd October, 1863.

Ensign William Delano Osborne to be Lieutenant, without purchase, vice Williams. Dated 3rd October, 1863.

Serjeant William Law Brockman, from the 98th Foot, to be Ensign, without purchase, vice Osborne. Dated 24th November, 1863.

MEDICAL DEPARTMENT.

Assistant-Surgeon Robert Atkinson, from 45th Foot, to be Assistant-Surgeon, vice T. Wood, M.D., appointed to 45th Foot. Dated 24th November, 1863.

BREVET.

Colonel Edmund Neal Wilford, retired full-pay, Royal Artillery, to have the honorary rank of Major-General. Dated 2nd November, 1863.

Paymaster Charles Wilkinson, 3rd West India Regiment, to have the honorary rank of Captain. Dated 1st September, 1863.

India Office, 21st November, 1863.

Her Majesty has been pleased to approve the undermentioned promotions amongst the Officers of the Staff Corps, and of Her Majesty's Indian Military Forces:

BENGAL STAFF CORPS.

To be Major.

Captain John James Hume. Dated 4th September, 1863.

To be Captains.

Lieutenant Thomas Acton. Dated 25th July, 1863.

Lieutenant Thomas James Watson. Dated 31st July, 1863.

MEMORANDUM.

The admission to the Bengal Staff Corps of Captain Augustus Kay Moffat of the late 58th Regiment Bengal Native Infantry, and his promotion to the rank of Major therein, as announced in the Gazette of 2nd December, 1862, have been cancelled.

MADRAS STAFF CORPS.

To be Major.

Captain Edward Augustus Saunders. Dated 29th July, 1863.

MEMORANDUM.

The admission to the Madras Staff Corps of Major William George Owen, of the 11th Regiment Madras Native Infantry, as announced in the Gazette of 24th February, 1863, has been cancelled.

MADRAS ARMY.

19th Regiment Native Infantry.

Lieutenant Theophilus Leslie Scott to be Captain, vice Newlyn, deceased. Dated 16th July, 1863.

General List of Infantry Officers.

Ensign John Hotham to be Lieutenant in succession to Newlyn, deceased. Dated 16th July, 1863.

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

2nd Regiment of the Duke of Lancaster's Own Militia.

George Ridgway Killmister, jun., Gent., to be Lieutenant. Dated 12th November, 1863.

Commissions signed by the Lord Lieutenant of the County of Kent, and of the City and County of the City of Canterbury.

Royal East Kent Regiment of Mounted Rifles Yeomanry Cavalry.

Henry Pemberton, Gent., to be Cornet. Dated 20th November, 1863.

5th Kent Artillery Volunteer Corps.

Malcolm Barugh De Barry Barnet, Gent., to be Second Lieutenant, vice Read, promoted. Dated 19th November, 1863.

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

1st Anglesey Artillery Volunteer Corps.

James Sparrow, Esq., to be Captain, vice the Honourable William Owen Stanley, promoted. Dated 18th November, 1863.

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

3rd Hampshire Artillery Volunteer Corps.

Second Lieutenant Richard Sands Chapman to be Captain, vice Brain, resigned. Dated 20th November, 1863.

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

Royal Wilts Militia.

William Ralph Sadler, Gent., late Lieutenant 23rd Royal Welsh Fusiliers, to be Lieutenant, vice Edwards, resigned. Dated 10th November, 1863.

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

Robin Hood Rifle Volunteer Corps.

Arthur Brewster, Gent., to be Ensign, vice Bond, resigned. Dated 18th November, 1863.

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

2nd Company of Ayrshire Rifle Volunteers.

Lieutenant James Arthur Campbell to be Captain. Dated 10th November, 1863.

Ensign John Ferguson Boyd to be Lieutenant. Dated 10th November, 1863.

James Miller to be Ensign. Dated 10th November, 1863.

8th Company Ayrshire Rifle Volunteers.

Eugene Wason to be Ensign, vice Rigby Wason, resigned. Dated 10th October, 1863.

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

1st Middlesex Artillery Volunteer Corps.

Robert Kevill to be First Lieutenant, vice Hendrey, promoted. Dated 10th November, 1863.

33rd Middlesex Rifle Volunteer Corps.

The Reverend John Godwin Hale to be Honorary Chaplain. Dated 28th October, 1863.

37th Middlesex Rifle Volunteer Corps.

Ensign Thomas Henry Wyatt, jun., to be Lieutenant, vice Miller, resigned. Dated 10th November, 1863.

John Rae to be Ensign. Dated 10th November, 1863.

MEMORANDA.

Adjutant Robert Crowe, of the 2nd Administrative Battalion of Middlesex Rifle Volunteers, to serve with the rank of Captain. Dated 4th November, 1863.

The Queen has been graciously pleased to accept the resignation of the Commissions held by the following Officers; viz.:

37th Middlesex Rifle Volunteer Corps.

Lieutenant William Feetham Miller. Dated 10th November, 1863.

47th Middlesex Rifle Volunteer Corps.

Captain John Henville Hulbert. Dated 10th November, 1863.

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

1st Sussex Artillery Volunteer Corps.

William Hugh Aldersey to be Assistant-Surgeon, vice Barker, resigned. Dated 16th November, 1863.

11th Sussex Rifle Volunteer Corps.

The Reverend E. K. Elliott to be Honorary Chaplain. Dated 17th November, 1863.

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

3rd Administrative Battalion of Suffolk Rifle Volunteers.

Captain John Margitson to be Major, and to retain the command of the 4th Suffolk Rifle Volunteer Corps. Dated 11th November, 1863.

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

5th Essex Rifle Volunteer Corps.

Lieutenant Richard Thomas Barnett to be Captain. Dated 3rd November, 1863.

Ensign William Jones Booth to be Lieutenant. Dated 3rd November, 1863.

Thomas Toyne to be Ensign. Dated 3rd November, 1863.

James William Hawes to be Ensign. Dated 13th November, 1863.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commissions held respectively by Captains Wilfred Joseph Cripps and Alfred Earle, Lieutenant Richard Arthur Henry Mitchell, and Ensigns Christopher John Hume Tower and Sydney Linton in the Oxford University Rifle Volunteer Corps.

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

Oxford University Rifle Volunteer Corps.

Ensign Frederick Bayley Lord to be Captain, vice Cripps, resigned. Dated 20th November, 1863.

The Reverend Robert Steward Falcon to be Captain, vice Earle, resigned. Dated 20th November, 1863.

Ensign Thomas Marriott Davenport to be Lieutenant, vice Rogers, resigned. Dated 20th November, 1863.

John George Gamble, Esq., to be Lieutenant, vice Mitchell, resigned. Dated 20th November, 1863.

James Douglas Walker, Esq., to be Ensign, vice Davenport, promoted. Dated 20th November, 1863.

Walter Edward Medicott, Esq., to be Ensign, vice Tower, resigned. Dated 20th November, 1863.

Leopold George Gordon Robbins, Esq., to be Ensign, vice Lord, promoted. Dated 20th November, 1863.

Augustus Blair Donaldson, Esq., to be Ensign, vice Linton, resigned. Dated 20th November, 1863.

The Reverend Richard St. John Tyrwhitt to be Honorary Chaplain. Dated 20th November, 1863.

3rd Oxfordshire Rifle Volunteer Corps.

William Henry Griffin, Gent., to be Honorary Assistant-Surgeon, vice Beere, deceased. Dated 20th November, 1863.

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

1st Huntingdonshire Light Horse Volunteer Corps.

Edward Towgood to be Lieutenant. Dated 10th October, 1863.

Sydney Stanley to be Cornet. Dated 10th October, 1863.

MEMORANDUM.

The Queen has accepted the resignations of Ensign Hollier in the 14th Glamorganshire Rifle Volunteers and of Lieutenant Jones in the 15th Glamorganshire Rifle Volunteers.

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

14th Glamorganshire Rifle Volunteers.

Evan Thomas, Gent., to be Ensign, vice Hollier, resigned. Dated 17th November, 1863.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Ensign Jacob John Moser in the 3rd Westmorland Rifle Volunteer Corps. Dated 10th November, 1863.

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

3rd Westmorland Rifle Volunteer Corps.

Samuel Gawitt to be Ensign, vice Moser, resigned. Dated 10th November, 1863.

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

3rd Cambridgeshire Rifle Volunteer Corps.

Lieutenant John Studholme Brownrigg to be Captain, vice Banks, resigned. Dated 17th November, 1863.

William Egerton Hubbard to be Captain, vice Webster, resigned. Dated 18th November, 1863.

Robert William Cochran Patrick to be Lieutenant, vice Brownrigg, promoted. Dated 17th November, 1863.

Octavius Leigh Clare to be Ensign, vice Marsden, resigned. Dated 17th November, 1863.

Assistant-Surgeon George Frederick Helm to be Surgeon, vice Haviland, resigned. Dated 17th November, 1863.

4th Cambridgeshire Rifle Volunteer Corps.

Ensign William Harris Bowker to be Lieutenant, vice Loomes, resigned. Dated 18th November, 1863.

John Laxon Ground to be Ensign, vice Bowker, promoted. Dated 18th November, 1863.

MEMORANDA.

5th Bedfordshire Rifle Volunteer Corps.

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

7th Bedfordshire Rifle Volunteer Corps.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Captain Frederick Hogge.

India Office, November 23, 1863.

NOTICE is hereby given, that Prize Rolls for the undermentioned Corps of Her Majesty's late Indian Forces, on account of the Distribution of Prize Money for service in Pegu in 1852-53, have been received, and that payment of the Shares which have not been issued in India, will commence at the Military Department of this Office on the 1st December next, and will continue daily between the hours of eleven and three o'clock, except on

Saturdays, on which the hours will be eleven till two o'clock.

BENGAL FORCE.

Artillery.

Head Quarters—5th Battalion.

2nd Company Do.

3rd Do. Do.

Infantry.

1st European Fusiliers.

2nd Do. Do.

4th Sikh Infantry.

10th Native Infantry.

40th Do. Do.

67th Do. Do.

STAFF ROLL.

LOCAL GOVERNMENT ACT, 1858.

BURTON-UPON-TRENT.

Corrections of Notice in London Gazette of 20th November, 1863 (p. 5587):

The title of the Local Act should be "The Town of Burton-upon-Trent Act, 1853" (line 6 of notice), and the date of adoption of the Local Government Act, 1858, by the said Town, should be 23rd day of September, 1865.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Fremington, in the county of Devon, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Guildhall, Great Torrington, on Saturday, the 19th day of December, 1863, at twelve o'clock at noon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax Acts for the division of Fremington aforesaid.

Alfred Montgomery.

H. Roberts.

Inland Revenue, Somerset House,
London, November 23, 1863.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Edernion, in the county of Merioneth, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners, for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Eagles Inn, Corwen, on Friday, the 27th day of November, 1863, at twelve o'clock at noon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax Acts for the division of Edernion aforesaid.

H. Roberts.

Alfred Montgomery.

Inland Revenue, Somerset House,
London, November 23, 1863.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Leicester Borough, in the county of Leicester, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners, for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Town Hall, Leicester, on Wednesday, the 2nd day of December, 1863, at eleven o'clock in the forenoon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax Acts for the division of Leicester aforesaid.

Alfred Montgomery.
H. Roberts.

Inland Revenue, Somerset House,
London, November 23, 1863.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Braunton, in the county of Devon, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners, for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the office of Mr. C. E. Palmer, the Clerk to the Commissioners of Taxes for the said division, situate in Cross street, Barnstaple, on Friday, the 18th day of December, 1863, at twelve o'clock at noon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax Acts for the division of Braunton aforesaid.

Alfred Montgomery.
H. Roberts.

Inland Revenue, Somerset House,
London, November 23, 1863.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Sherwill, in the county of Devon, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners, for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the "Sherwill Cross Inn" in the parish of Sherwill, on Monday, the 21st day of December, 1863, at twelve o'clock at noon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax Acts for the division of Sherwill aforesaid.

A. Montgomery.
H. Roberts.

Inland Revenue, Somerset House,
London, November 23, 1863.

NOTICE is hereby given, that a separate building, named the United Methodist Chapel, situated at the Eastern Hill, in the parish of Saint Austell, in the county of Cornwall, in the district of Saint Austell, being a building certified according to law as a place of religious worship, was, on the 18th day of November, 1863, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 20th day of November, 1863.

Robert Gould Lakes, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Breage Bible Christian Chapel, situated at the Church Town, in the parish of Breage, in the county of Cornwall, in the district of Helston, being a building certified according to law as a place of religious worship, was, on the 9th day of November, 1863, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 17th day of November, 1863.

Glynn Grylls, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Tal-y-Bont Church, situate at Tal-y-Bont, in the parish of Caerhun, in the county of Caernarvon, in the district of Conway, being a building certified according to law as a place of religious worship, was, on the 9th day of November, 1863, duly registered for solemnizing marriages therein, pursuant to the Act of the 6th and 7th Wm. IV., cap. 85.

Witness my hand this 16th day of November, 1863.

William Hughes, Superintendent Registrar.

Land Drainage Act, 1861.

In the Matter of Stanmoor Drainage, in the county of Somerset.

NOTICE is hereby given, that the Inclosure Commissioners for England and Wales have made their Provisional Order in the above case, and that the same, together with a map of the separate drainage district thereby constituted, has been deposited at the Railway Hotel, Durston Junction, in the said county, for inspection, for the period of twenty-one days from the date hereof.

H. Pyne,

By order of the Board.

3, St. James's-square, London,
November 19, 1863.

Land Drainage Act, 1861.

In the Matter of Currymoor Drainage, in the county of Devon.

NOTICE is hereby given, that the Inclosure Commissioners for England and Wales have made their Provisional Order in the above case, and that the same, together with a map of the separate drainage district thereby constituted, has been deposited at the Railway Hotel, Durston Junction, in the county of Somerset, for inspection for the period of twenty-one days from the date hereof.

H. Pyne,

By order of the Board.

3, St. James's-square, London,
November 19, 1863.

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 14th day of November, 1863.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Ashford Bank	Ashford	Jemmett, Pomfret, & Co.	11440
Aylesbury Old Bank	Aylesbury	Cobb and Co.	24900
Baldock Bank and Baldock and Biggleswade Bank	Biggleswade	Wells, Hogge, and Co.	22676
Barnstaple Bank	Barnstaple	Marshall and Co.	4616
Basingstoke and Odiham Bank	Basingstoke	Seymour, Lamb, and Co.	15389
Bedford Bank	Bedford	Barnard and Co.	29866
Bicester and Oxfordshire Bank and Oxford Bank	Bicester	Tubb and Co.	14705
Birmingham Bank	Birmingham	Attwoods, Spooner, and Co.	23135
Boston Bank	Boston	Claypon and Co.	72295
Boston Bank	Boston	Gee and Co.	14720
Bridgwater Bank	Bridgwater	J. and J. L. Sealey	8204
Bristol Bank	Bristol	Miles, Miles, and Co.	23654
Broseley and Bridgnorth and Bridgnorth and Broseley Bank	Broseley	Pritchard & Co.	15746
Buckingham Bank	Buckingham	Bartlett, Parrott, and Co.	20697
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank	Bury St. Edmunds	Oakes, Bevan, and Co.	51250
Banbury Bank	Banbury	J. C. and A. Gillett	28693
Banbury Old Bank	Banbury	Cobb and Son	22076
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Co.	35931
Birmingham Bank	Birmingham	Lloyds and Co.	25570
Bradford Old Bank	Bradford, Yorkshire	Harris and Co.	12549
Brecon Old Bank	Brecon	Wilkins and Co.	45702
Brighton Union Bank	Brighton	Hall and Co.	20832
Burlington and Driffield Bank	Burlington	Harding, Smith, and Co.	12429
Bury Saint Edmunds Bank	Bury St. Edmunds	Worledge and Co.	2644
Cambridge Bank	Cambridge	Mortlock and Co.	13309
Cambridge and Cambridgeshire Bank	Cambridge	Messrs. Fosters	47323
Canterbury Bank	Canterbury	Hammond and Co.	29159
Carmarthen Bank	Carmarthen	David Morris and Sons	20700
Chertsey Bank	Chertsey	La Coste and Son	2732
Colchester Bank	Colchester	Round, Green, and Co.	15972
Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh, Suffolk, Bank	Colchester	Mills, Bawtree, and Co.	27803
Cornish Bank, Truro	Truro	Tweedy and Co.	35333
Coventry Bank	Coventry	Little and Woodcock	3865
City Bank, Exeter	Exeter	Milford and Co.	16184
Criske Bank	Settle	Alcocks, Birkbeck, and Co.	76295
Chepstow Old Bank	Chepstow	Snead and Co.	7911
Derby Bank	Derby	W. and S. Evans and Co.	10009
Derby Bank	Derby	Samuel Smith and Co.	39211
Derby Old Bank and Scarsdale and High Peak Bank	Derby	Crompton, Newton and Co.	26050
Devizes and Wiltshire Bank	Devizes	Locke and Co.	6278
Diss Bank	Diss	Fincham and Co.	9785
Doncaster Bank and Retford Bank	Doncaster	Cooke and Co.	70136
Darlington Bank, Durham Bank, and Stockton-on-Tees Bank	Darlington	Backhouse and Co.	83647
Devonport Bank	Devonport	Hodge and Co.	8054
Dorchester Old Bank and Dorsetshire Bank	Dorchester	Williams and Co.	38492
East Cornwall Bank	Liskeard	Robins, Foster, and Co.	101844
East Riding Bank	Beverley	Bower and Co.	52808

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Essex Bank and Bishop's Stortford Bank	Chelmsford	Sparrow, Tufnell, and Co.	38219
Exeter Bank	Exeter	Sanders and Co.	21693
Farnham Bank	Farnham	Knight and Son.....	7382
Faversham Bank.....	Faversham	Hilton and Co.	4985
Godalming Bank.....	Godalming	Mellersh and Co.	4444
Guildford Bank	Guildford.....	Haydon and Co.	10791
Grantham Bank	Grantham	Hardy and Co.	27807
Hull Bank and Kingston-upon-Hull Bank	Hull	Smith, Brothers, and Co.	19086
Huntingdon Town and County Bank	Huntingdon.....	Veasey and Co.	38753
Harwich Bank	Harwich	Cox, Cobbold, and Co.....	4629
Hertfordshire, Hitchin Bank.....	Hitchin	Sharples and Co.	32802
Ipswich Bank	Ipswich	Bacon and Co.	20755
Ipswich and Needham Market Bank, Suffolk, Hadleigh Bank, Manningtree and Mistley Bank, and Woodbridge Bank	Ipswich	Alexanders and Co.	56590
Kentish Bank	Maidstone	Randall and Co.	17205
Kington and Radnorshire Bank.....	Kington	Davies and Co.	23486
Knarborough Old Bank and Ripon Old Bank.....	Knarborough ...	Harrison and Co.	21240
Kendal Bank	Kendal.....	Wakefield, Crewdson, and Co....	Not received.
Longton Staffordshire Bank	Longton	C. Harvey and Son	5333
Leeds Bank.....	Leeds	Beckett and Co.	53628
Leeds Union Bank	Leeds	W. Williams, Brown and Co. ...	36746
Leicester Bank	Leicester	T. and T. T. Paget	29267
Lewes Old Bank	Lewes	Whitfield and Co.	27209
Lincoln Bank	Lincoln	Smith, Ellison, and Co.	96055
Llandoverly Bank, Lampeter Bank, and Llandilo Bank	Llandoverly	D. Jones and Co.	29658
Loughborough Bank	Loughborough.....	Middleton, Cradock and Co.	7274
Lymington Bank.....	Lymington	S. and G. F. St. Barbe.....	3134
Lynn Regis and Lincolnshire Bank	Lynn Regis.....	Gurneys and Co.	37131
Lynn Regis and Norfolk Bank	Lynn Regis	Jarvis and Co.	12405
Macclesfield Bank	Macclesfield.....	Brocklehurst and Co.	18039
Manningtree Bank	Manningtree	Nunn and Co.	6071
Merionethshire Bank	Dolgelly	Williams and Son	6900
Miners' Bank	Truro	Willyams and Co.	18081
Monmouthshire Agricultural and Commercial Bank	Abergavenny	Bailey and Co.	27005
Monmouth Old Bank	Monmouth	Bromage and Gosling	7056
Newark Bank	Newark	Godfrey and Riddell.....	27720
Newark and Sleaford Bank, and Sleaford and Newark Bank	Sleaford	Handley, Peacock, and Co.	48636
Newbury Bank	Newbury	Bunny, Slocock, and Co.	12217
Newmarket Bank	Newmarket	Hammond and Co.	19671
Norwich Crown Bank and Norfolk and Suffolk Bank	Norwich	Harveys and Hudsons	47820
Norwich and Norfolk and Fakenham Banks	Norwich	Gurneys and Birkbecks	92004
Nottingham and Nottinghamshire Bank	Nottingham.....	Hart, Fellows, and Co.....	8858
Naval Bank, Plymouth	Plymouth.....	Harris and Co.	21797
New Sarum Bank	Sarum	Finckney, Brothers	8821
Nottingham Bank	Nottingham.....	Samuel Smith and Co.....	29397

Name, Title, and Principal Place of Issue.		Average Amount.
		£.
Oswestry Bank and Oswestry Old Bank	Oswestry	10097
Oxford Old Bank	Oxford	32076
Old Bank, Tonbridge, Tonbridge and Tonbridge Wells Old Bank, Ton- bridge and Tonbridge Wells and Sevenoaks Bank.....	Tonbridge	9369
Oxfordshire Witney Bank	Witney	10330
Pease's Old Bank, Hull, the Hull Old Bank and Beverley Bank.....	Hull	48407
Penzance Bank	Penzance	9648
Pembrokeshire Bank	Haverfordwest. ...	13352
Reading Bank	Reading	24484
Reading Bank	Reading	28652
Richmond Bank	Richmond	6716
Rochdale Bank	Rochdale	1995
Rochester, Chatham, and Strood Bank	Rochester.....	6264
Royston Bank	Royston	10083
Rugby Bank	Rugby	10191
Rye Bank.....	Rye	11156
Saffron Walden and North Essex Bank	Saffron Walden ...	23694
Salop Bank	Shrewsbury	10826
Scarborough Old Bank	Scarborough	23990
Shrewsbury Old Bank and Shrews- bury and Ludlow Bank	Shrewsbury..	46427
Sittingbourne and Milton Bank.....	Sittingbourne	3525
Southampton Town and County Bank	Southampton	9111
Southwell Bank	Southwell	10114
Southampton and Hampshire Bank ...	Southampton	2250
Stafford Old Bank	Stafford	12800
Stamford and Rutland Bank	Stamford	23409
Shrewsbury and Welsh Pool Bank.....	Shrewsbury	21216
Taunton Bank.	Taunton	25991
Tavistock Bank	Tavistock.....	13300
Thornbury Bank.....	Thornbury	7892
Tiverton and Devonshire Bank	Tiverton	10808
Thrapston and Kettering Bank, } Northamptonshire	Thrapston	11488
Tring Bank and Chesham Bank	Tring	11780
Towcester Old Bank	Towcester	6291
Union Bank, Cornwall	Helston	15071
Uxbridge Old Bank	Uxbridge.....	7997
Wallingford Bank	Wallingford.....	5844
Warwick and Warwickshire Bank.....	Warwick	19461
Wellington Somerset Bank.....	Wellington	4257
West Riding Bank, Wakefield, and } Pontefract Bank	Wakefield	44322
Whitby Old Bank	Whitby	14104
Winchester, Alresford, and Altôn Bank	Winchester	15314
Weymouth Old Bank and Dorchester Bank	Weymouth	15490
Wirksworth and Ashbourne Derby- shire Bank	Wirksworth.....	34397
Wisbech and Lincolnshire Bank	Wisbech	44076
Wiveliscombe Bank	Wiveliscombe	6505
Worcester Old Bank and Tewkes- bury Old Bank	Worcester	61031
Wolverhampton Bank	Wolverhampton ...	10711
Yarmouth and Suffolk Bank, and } Halesworth and Suffolk Bank... }	Yarmouth	45586
Yarmouth, Norfolk and Suffolk Bank	Great Yarmouth...	10858
York Bank	York	35729

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.		Average Amount.
		£.
Bank of Westmorland	Kendal	12044
Barnsley Banking Company	Barnsley	9412
Bradford Banking Company	Bradford	45751
Bilston District Banking Company	Wolverhampton	8785
Bank of Whitehaven	Whitehaven	32335
Bradford Commercial Banking Company.....	Bradford	18939
Burton, Uttoxeter, and Staffordshire Union Banking } Company	Burton-upon-Trent	46709
Chesterfield and North Derbyshire Banking Company	Chesterfield	10416
Cumberland Union Banking Company.....	Workington	33038
Coventry and Warwickshire Banking Company	Coventry	19231
Coventry Union Banking Company	Coventry	12245
County of Gloucester Banking Company	Cheltenham	100956
Carlisle and Cumberland Banking Company	Carlisle	25035
Carlisle City and District Bank	Carlisle	19906
Dudley and West Bromwich Banking Company	Dudley	36738
Derby and Derbyshire Banking Company	Derby	18638
Darlington District Joint Stock Banking Company	Darlington.....	20999
East of England Bank	Norwich.....	22994
Gloucestershire Banking Company.....	Gloucester.....	141894
Halifax Joint Stock Bank	Halifax	17765
Huddersfield Banking Company	Huddersfield	36578
Hull Banking Company	Hull	28581
Halifax Commercial Banking Company	Halifax	11865
Halifax and Huddersfield Union Banking Company	Halifax	41876
Helston Banking Company	Helston	1472
Knarborough and Claro Banking Company	Knarborough	26602
Lancaster Banking Company	Lancaster	63222
Leeds Banking Company.....	Leeds	22765
Leicestershire Banking Company	Leicester	69605
Lincoln and Lindsey Banking Company.....	Lincoln	53018
Leamington Priors and Warwickshire Banking Company.....	Leamington Priors	10928
Ludlow and Tenbury Bank	Ludlow	7970
Moore and Robinson's Nottinghamshire Banking Company ...	Nottingham	32199
Nottingham and Nottinghamshire Banking Company	Nottingham	26245
National Provincial Bank of England.....	Birmingham	432405
North Wilts Banking Company	Ed. Office, 112, Bishopsgate-st., London	
Northamptonshire Union Bank	Melksham	46143
Northamptonshire Banking Company.....	Northampton.....	73262
North and South Wales Bank.....	Northampton	25095
	Liverpool	59330
Pares's Leicestershire Banking Company	Leicester	55716
Saddleworth Banking Company	Saddleworth	530
Sheffield Banking Company.....	Sheffield	34449
Stamford, Spalding, and Boston Banking Company	Stamford	53904
Stuckey's Banking Company, Bristol Somersetshire Bank, } and Somersetshire Bank	Langport	316108
Shropshire Banking Company.....	Shiffnall.....	46503
Stourbridge and Kidderminster Banking Company	Stourbridge	54882
Sheffield and Hallamshire Banking Company.....	Sheffield.....	23064
Sheffield and Rotherham Joint Stock Banking Company.....	Sheffield.....	51648
Swaledale and Wensleydale Banking Company.....	Richmond	52951
Wolverhampton and Staffordshire Banking Company	Wolverhampton.....	31719
Wakefield and Barnsley Union Bank	Wakefield	14030

Name, Title, and Principal Place of Issue.		Average Amount.
		£
Whitehaven Joint Stock Banking Company	Whitehaven	27754
Warwick and Leamington Banking Company	Warwick	27565
West of England and South Wales District Bank	Bristol	71872
Wilts and Dorset Banking Company	Salisbury	73747
West Riding Union Banking Company	Huddersfield	30971
Whitchurch and Ellesmere Banking Company	Whitchurch	5504
Worcester City and County Banking Company.....	Worcester	4963
York Union Banking Company	York	70694
York City and County Banking Company.....	York	90585
Yorkshire Banking Company	Leeds	116112

W. W. DALBIAC, Registrar of Bank Returns.

Inland Revenue Office, November 21, 1863.

CORN IMPORTED AND EXPORTED.

AN ACCOUNT shewing the Quantities of the several kinds of Corn and Meal Imported into each division of the United Kingdom; and the Quantities of British and Foreign Corn and Meal, of the same kinds, Exported from the United Kingdom, in the week ended the 21st November, 1863.

	QUANTITIES IMPORTED INTO				QUANTITIES EXPORTED FROM THE UNITED KINGDOM.		
	England.	Scotland.	Ireland.	The United Kingdom.	British.	Colonial and Foreign.	Total Exported.
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
Wheat	70,919	21,017	29,946	121,882	5	...	5
Barley	28,950	193	1,278	30,421	...	...	...
Oats... ..	21,091	790	...	21,881	4,171	70	4,241
Rye	1,600	...	...	1,600	...	...	...
Peas	6,088	1,696	...	7,784	31	...	31
Beans	19,990	1,367	...	21,357	...	...	...
Indian Corn	10,923	563	8,877	20,363	...	9	9
Buckwheat	14	...	...	14	...	...	...
Beer or Bigg ... ..	...	300	...	300	...	...	...
Malt ... ..	...	...	...	...	268	...	268
Total of Corn ...	159,575	25,926	40,101	225,602	4,475	79	4,554
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheatmeal or Flour	96,477	26,388	15,199	138,064	7	10	17
Barley Meal ... ..	...	...	...	...	...	...	...
Oat Meal... ..	7	...	...	7	434	...	434
Rye Meal	2	...	...	2	...	...	...
Pea Meal ... ..	...	...	...	...	...	...	...
Bean Meal ... ..	...	...	...	...	27	...	27
Indian Corn Meal	252	...	...	252	...	11	11
Buckwheat Meal ... ..	...	...	...	...	...	...	...
Total of Meal ...	96,738	26,388	15,199	138,325	468	21	489
Total of Corn and Meal stated in Imperial Quarters ...	187,218	33,466	44,443	265,127	4,761	85	4,846

Office of the Inspector-General of Imports and Exports, Custom House, London, November 23, 1863.

JOHN A. MESSENGER, Inspector-General.

HIGHWAY ACT.

Cornwall to Wit.

WHEREAS, at the General Quarter Sessions of the Peace of our Lady the Queen, held at Bodmin, in and for the said county, on Tuesday, the 20th day of October last, a Provisional Order was made in the words and figures following (that is to say):

"Whereas the Right Honourable Charles Crespigny Baron Vivian, the Honourable George Matthew Fortescue and Richard Foster, Nevil Norway and Robert Gould Lakes, Esquires, five Justices of the Peace for the county of Cornwall, did, by writing under their hands, dated the 29th day of May, 1863, require the Clerk of the Peace for the said county to add to or send with the notice required by law to be given for holding the then next Court of General Quarter Sessions of the Peace, a notice in the form marked A in the schedule to the Act 25 and 26 Victoria, c. 61, intituled 'An Act for the better management of 'Highways in England,' or as near thereto as circumstances would admit: that at the same Sessions a proposal would be made to the Justices then and there assembled, to divide the said county of Cornwall into Highway Districts for the purposes of the Highway Acts:

"And whereas the said Clerk of the Peace having complied with the said requisition, the said five Justices made the said proposal to the Court of General Quarter Sessions of the Peace for the said county, held at Bodmin, in and for the said county, on Tuesday, the 30th day of June last; and the said proposal having been entertained by the Justices then and there assembled, a Provisional Order was made, subject to the same being confirmed at these Sessions, dividing the county of Cornwall into seventeen highway districts as therein mentioned.

"And whereas the Justices now here assembled having considered the premises, this Court doth hereby confirm the said Provisional Order, with variations, extending to the alterations in the parishes constituting the Highway Districts so formed in the said Provisional Order as aforesaid. And doth order (subject to the same being confirmed at the next General Quarter Sessions of the Peace to be held for this county on the 5th day of January next) that the county of Cornwall shall be divided into eighteen Highway Districts hereinafter mentioned (that is to say):

The Stratton District.
The Camelford District.
The St. Columb District.
The St. Germans District.
The Launceston District.
The Callington District.
The Trigg District.
The St. Austell District.
The Tywardreath District.
The West Powder District.
The Tregony District.
The Liskeard District.
The Trecan Gate District.
The Camborne District.
The Penzance District.
The Falmouth District.
The North Helston District, and
The South Helston District.

"And this Court doth also order (subject as aforesaid) that the several parishes, townships, tithings, hamlets, or places hereafter named with respect to each district, shall be united and form the several districts hereinafter mentioned, and that the number of Waywardens which each parish shall elect shall be the number set against

the name of each parish, township, tithing, hamlet, and place respectively (that is to say):

"The several parishes, townships, tithings, hamlets, or places of

	No. of Waywardens.
Kilkhampton	1
Launcells	2
Moorwinstow	2
Stratton	1
Marham Church	1
Mary Week	1
Poughill	1
North Tamerton	1
Whitstone	1
Jacobstow	1
Poundstock	1

shall be united, and form and constitute the 'Stratton District.'

"The several parishes, townships, tithings, hamlets, or places of

Tintagel	1
St. Gennys	1
Lanteglos by Camelford ..	1
Davidstow	1
Minster	1
Forrabury	1
Warbstow	1
St. Juliot	1
Michaelstow	1
Treneglos	1
Lesnewth	1
Trevalga	1
St. Cleather	1
Advent	1
Otterham	1
St. Teath	1

shall be united, and form and constitute the 'Camelford District.'

"The several parishes, townships, tithings, hamlets, or places of

St. Breock	1
St. Issey	1
Padstow	1
St. Merryn	1
St. Wenn	1
St. Eval	1
Withiel	1
St. Ervan	1
Little Petherick	1
St. Columb Major	2
St. Columb Minor	1
Newlyn	2
St. Enoder	2
Mawgan in Pydar	1
Crantock	1
Cubert	1
Little Colan	1

shall be united, and form and constitute the 'St. Columb District.'

"The several parishes, townships, tithings, hamlets, or places of

Antony	1
Botusfleming	1
Landrake and St. Erney ..	1
Landulph	1
Maker, and Tithing of Vaultershome	1
Bame	1
St. Germans	2
St. Stephens by Saltash ..	1
St. Johns	1
Sheviok	1
Saltash Borough	1

shall be united, and form and constitute the 'St. Germans District.'

"The several parishes, townships, tithings, hamlets, or places of

	No. of Way-wardens.
Altarnun	1
Northill	1
Southpetherwin	1
Lezant	1
Trewarlet Hamlet	1
Lewannick	1
St. Stephens by Launceston	1
Egloskerry	1
Lawhitton	1
St. Thomas the Apostle	1
Trewen	1
Laneast	1
Tremain	1
Tresmeer	1
Boyton	1

shall be united, and form and constitute the 'Launceston District.'

"The several parishes, townships, tithings, hamlets, or places of

Menheniot	2
Calstock	2
Quethiock	1
St. Ive	1
Southill	1
St. Dominick	1
Callington	1
St. Mellion	1
Pillaton	1
Linkinhorne	2
Stokeclimsland	2

shall be united, and form and constitute the 'Callington District.'

"The several parishes, townships, tithings, hamlets, or places of

St. Minver Highlands	1
St. Minver Lowlands	1
St. Kew	2
Egloshayle	1
St. Mabyne	1
Eudellion	1
St. Tudy	1
Blisland	1
St. Breward	1
Bodmin Parish	1
Helland	1
Temple	1
Lanivet	2

shall be united, and form and constitute the 'Trigg District.'

"The several parishes, townships, tithings, hamlets, or places of

St. Austell	2
Gorran	1
St. Stephens in Branwell	2
St. Ewe	1
Mevagissey	1
St. Mewan	1
St. Dennis	1
Roche	1

shall be united, and form and constitute the 'St. Austell District.'

"The several parishes, townships, tithings, hamlets, or places of

Lanlivery	2
Tywardreath	1
Luxulyan	1
St. Blazey	1
St. Sampsons	1
Lanhydrock	1

	No. of Way-wardens.
Lostwithiel	1
Fowey	1

shall be united, and form and constitute the 'Tywardreath District.'

"The several parishes, townships, tithings, hamlets, or places of

Kenwyn	2
Kea	2
Tregavethan	1
St. Erme	1
St. Clements	1
St. Allen	1
Feock	1
Ladock	1
Perranzabuloe	2

shall be united, and form and constitute the 'West Powder District.'

"The several parishes, townships, tithings, hamlets, or places of

Probus	1
Veryan	1
St. Just in Roseland	1
Gerrans	1
Merther	1
Cornelly	1
Lamorran	1
St. Anthony in Roseland	1
Ruanlanihorne	1
Philleigh	1
Cuby	1
Creed	1
Tregony and St. James	1
Grampond	1
St. Michael Carhayes	1
St. Michael Penkivell	1

shall be united, and form and constitute the 'Tregony District.'

"The several parishes, townships, tithings, hamlets, or places of

Liskeard (Parish)	2
St. Cleer	2
Duloe	2
St. Neot	2
St. Martins	1
Morval	1
Talland	1
St. Pinnock	1
St. Keyne	1
East Looe	1
West Looe	1

shall be united, and form and constitute the 'Liskeard District.'

"The several parishes, townships, tithings, hamlets, or places of

Lanreath	1
Pelynt	1
Lanteglos by Fowey	1
St. Veep	1
St. Winnow	2
Lansallos	1
Cardinham	2
Boconnoc	1
Broadoak	1
Warleggan	1

shall be united, and form and constitute the 'Trecan Gate District.'

"The several parishes, townships, tithings, hamlets, or places of

Camborne	2
Crowan	2
St. Erth	1

	No. of Way-wardens.
Gwinear	1
Gwithian	1
St. Hilary	1
Uny Lelant	1
Phillack	1
Perranuthnoe	1

shall be united, and form and constitute the 'Camborne District.'

"The several parishes, townships, tithings, hamlets, or places of

Buryan	1
Gulval	1
St. Levan	1
Ludgvan	1
Morvah	1
Sancreed	1
Sennen	1
Towednack	1
Zennor	1
Marazion	1

shall be united, and form and constitute the 'Penzance District.'

"The several parishes, townships, tithings, hamlets, or places of

Constantine	1
Gwennap	2
Budock	1
Stithians	1
Glurias	1
Mawnan	1
Mylor	1
Mabe	1
Perranarworthal	1
Falmouth (Parish)	1

shall be united, and form and constitute the 'Falmouth District.'

"The several parishes, townships, tithings, hamlets, or places of

Breage	2
Wendron	2
Sithney	2
Germoe	1

shall be united, and form and constitute the 'North Helston District.'

"The several parishes, townships, tithings, hamlets, or places of

St. Keverne	2
Mawgan in Meneage	1
Cury	1
Mullion	1
St. Martin	1
Manaccan	1
Gunwalloe	1
St. Anthony	1
Grade	1
Landewednack	1
Ruan Major	1
Ruan Minor	1

shall be united, and form and constitute the 'South Helston District.'

"And this Court doth further order, that should any of the several parishes, townships, tithings, hamlets, and places hereinbefore mentioned, or any part or parts thereof respectively, 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 Vic. c. 61, such parishes, townships, tithings, hamlets, and places, or any part or parts thereof respectively, shall not be included in the

said Highway District, and this Order (so far only as regards the said parishes, townships, tithings, hamlets, and places, or part or parts thereof, comprehended in the terms of the said restrictions) shall be of no effect.

"And this Court doth further order, that there be elected for the borough of Saltash and the hamlet of Trewarlet respectively, being severally places where no surveyor or surveyors have or has hitherto been appointed for the highways, one waywarden for each of the said places in manner directed in and by the said recited Act.

"And this Court doth further order, that the next General Quarter Sessions of the Peace shall be appointed for taking into consideration the confirmation of the said Provisional Order by a Final order."

Notice is therefore 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 for the said county, to be held at the County Hall, in the borough of Bodmin, on Tuesday, the 5th day of January next.

By the Court,

William Shilson, Deputy Clerk of the Peace.

Dated St. Austell, 12th November, 1863.

Rhyl Promenade Pier and Assembly Room.

Application for Provisional Order for Powers to erect a Pier and Assembly Room, at Rhyl, in the parish of Rhydlan, in the county of Flint; and to levy tolls, rates, charges, and duties in respect thereof.

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December next, by the Promoters of the Rhyl Promenade Pier and Assembly Room Company (Limited), to make a Provisional Order pursuant to the "General Pier and Harbour Act, 1861," and the "General Pier and Harbour Act, 1861, Amendment Act," for the following, or some of the following among other powers, to incorporate the promoters of the said undertaking, their successors and assignees, into a Corporate Company, with a common seal and perpetual succession with limited liability.

For the purpose of constructing, maintaining, repairing, and regulating a pier, jetty, and landing place, with all proper works, approaches, and other conveniences connected therewith; for the embarking and landing of passengers, cattle, goods, and merchandise, and as a public promenade and place of resort, that is to say:—

A promenade pier, jetty, and landing stage, commencing below the East Parade, opposite or near to the end of Church-street, with limits of deviation laterally to the baths on the east, and to High-street on the west, all in the town and township or parochia of Rhyl, in the parish of Rhydlan, in the county of Flint; and proceeding thence in a north-easterly direction, towards and beyond low water mark a distance of 1056 yards or thereabouts, more or less, of a width of not less than 15 feet, and a height above high water mark of not less than 7 feet, with a covered entrance to such pier to form a public assembly room, for all

usual and general purposes for which the same will be applicable.

And all other necessary works incident and appurtenant to such pier and assembly room respectively.

To purchase, take on lease, or otherwise acquire the lands and hereditaments necessary for the construction of the said pier, assembly room, and other necessary works, and the approaches thereto.

To empower the said Company to borrow on mortgage bonds or debentures of the Company, or otherwise on security of the said tolls, rates, charges, and duties a sum not exceeding one-third of the capital of the said Company.

To levy tolls, rates, charges, and duties, upon or in respect of the said pier and assembly room, and works, and to alter existing tolls, rates, charges, and duties, to confer, vary, or extinguish exemptions from the payment of such tolls, rates, charges, and duties, and to confer, vary, or extinguish other rights and privileges.

To incorporate with the said Provisional Order, the whole or parts of the Companies' Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Acts, 1845 and 1860, the Companies Clauses Act, 1862, and the Railways Clauses Act, 1863.

To empower the said Company to sell, lease, or let the whole or any part of the said undertaking, or the said tolls, rates, charges, and duties, to be levied in respect thereof, and to purchase, take on lease, or hold any other undertaking of a like nature, or any tolls, rates, charges, and duties, to be levied in respect thereof.

And notice is hereby further given, that on or before the 30th day of November, 1863, proper plans and sections of the proposed pier and assembly room and works, and also a copy of this notice as advertised and published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Flint, at his office at Mold, at the office of the Admiralty, and the Board of Trade, Whitehall, London, at the Custom House of the port of Chester, at the city of Chester, in the county of the same city, and at the Custom House of the Creek or Sub-Port of Mostyn, in the said county of Flint.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the said proposed Provisional Order will be furnished to all persons applying for the same, at the price of one shilling each, at the offices of the said Company, at No. 1A, Market-street, Rhyl aforesaid.

Dated this 9th day of November, 1863.

P. Ellis Eyton, Town Hall, Flint;

Thomas Knowles, No. 5, Dale-street,
Liverpool, Solicitors.

Thomas and Vincent T. Baines, No. 30,
Parliament-street, Westminster, Parlia-
mentary Agents.

Salisbury and Yeovil Railway Company.

Additional Capital and Loan; Additional Lands in Wilts, Dorset, and Somerset; Subscription by London and South-Western Railway Company, and power to them to raise money; Amendment of Acts.

APPPLICATION is intended to be made to Parliament next session for leave to bring in a Bill to effect the objects or some of the objects

following, viz.:—To empower the Salisbury and Yeovil Railway Company to raise more money for the purposes of their undertaking by creating new shares or stock, with or without a preference or priority of interest or dividend, and other special privileges and by borrowing on mortgage or otherwise.

To empower the London and South-Western Railway Company to subscribe for and take and hold part of such new shares or stock, and for those purposes to apply their corporate funds and revenue and to raise more money and to create new shares or stock with or without preference or priority of interest or dividend, and to borrow money on mortgage or otherwise.

To empower the Salisbury and Yeovil Railway Company to purchase, compulsorily or otherwise, for the purposes of their undertaking, lands, houses, and other property respectively adjoining, or near to their railway, in the parishes of West Tisbury, Wardour, and Semley, and county of Wilts; the parishes of Motcombe Gillingham, and Buckhorn Weston, and county of Dorset; and the parishes of Temple Combe and Wincanton, and county of Somerset.

To amend or repeal (so far as may be desirable for the purposes of the Bill) the Salisbury and Yeovil Railway Act, 1854; the Salisbury and Yeovil Railway Deviation Act, 1855; the Salisbury and Yeovil Railway Deviation Act, 1857; the Salisbury and Yeovil Railway Act, 1858; the Salisbury and Yeovil Railway Deviation Act, 1860, and the (local and personal) Acts relating to the London and South-Western Railway Company, viz., 4 and 5 Wm. IV., cap. 88; 1 Vic., cap. 71.; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 83, 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. 63; 16 and 17 Vic., caps. 99 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic. caps. 122, 177, and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 24, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 124, 185, and 158; 24 and 25 Vic., caps. 111, 120, and 234; 25 and 26 Vic., caps. 42, 71, 78, 143, 152, and 165; and 26 and 27 Vic., caps. 90, 109, and 192.

Plans of the lands, houses and property proposed to be compulsorily taken, a book of reference to the plans, 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 of Wilts, at his office at Wilton, with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, and with the Clerk of the Peace for the county of Somerset, at his office at Wells, and on or before the said 30th day of November a copy of so much of the said plans and book of reference as relates to each parish or extra-parochial place in which the lands to be compulsorily taken are situate, with a copy of this notice, will also be deposited for public inspection with the parish clerk of each such parish, at his residence, and with the parish clerk of some parish immediately adjoining each such extra-parochial place, 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 31st day of October, 1863.

Hodding, Townsend, & Co.,
Solicitors for the Bill.

Victoria (London) Docks.

(Sale or Lease to London Dock Company, Saint Katherine's Dock Company, Great Eastern Railway, the present Lessees of the Victoria Docks, and a Joint-Stock Company, or any of them; Amalgamation and working arrangements with such Companies, or any of them; Sale, Purchase, and Surrender of Lessees' interest; Extending time for Sale of Superfluous Lands; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament next session for an Act to effect the objects, or some of the objects, following, viz. :—

1. The lease (for any term or in perpetuity), sale, and transfer to the London Dock Company and the Saint Katherine's Dock Company, or either of them, or to any Company formed out of those two Companies, or to the Great Eastern Railway Company, or to any Joint-Stock Company, with or without limited liability, or to Messrs. Peto, Betts, and Brassey, their representatives or assigns (all of whom are hereinafter included under the term "the present lessees,") of the whole or part of the undertaking, works, property, tolls, rates and duties, rights, powers, and privileges, obligations, and liabilities of the Victoria (London) Dock Company (hereinafter called the Victoria Company), or of part thereof, to one or more of such Companies and parties, and of other part thereof to any other or others of them, and the making of the purchase or purchases and acceptance of the lease or sale, leases or sales, by those Companies or parties, or any of them, and the making of the lease or sale, leases or sales, by the Victoria Company.

2. The sale and transfer, or surrender of the existing lease, estate, and interest of the present lessees of and in the said undertaking, works, property, tolls, rates and duties, right, powers, and privileges, or of and in some part thereof, to the before-mentioned Companies, or any one or more of them, or of part thereof, to one or more of such Companies, and of other part thereof to any other or others of them, or the sale and surrender of such lease, estate, and interest, or any part thereof, to the Victoria Company, and the purchase and acquisition thereof by such Companies or Company accordingly.

3. The union and amalgamation of the whole undertaking, works, property, tolls, rates and duties, rights, powers, and privileges, capital, proprietary stocks and shares, obligations, and liabilities of the Victoria Company, or any part thereof, with those of any one or more of the other before-mentioned Companies, or in part with those of one or more of those Companies and in part with those of any other or others of them.

4. To sanction and give effect to contracts and arrangements between the Victoria Company (with the assent of the present lessees) and any one or more of the other before mentioned Companies for the working, use, management, and maintenance by any or either of the contracting parties of the undertaking, works, and property of any other or others of them, the levying, appropriation, and division of the tolls, rates, dues, and charges, and the exercise of all or any of the other

powers, rights and privileges relating thereto, and for or with respect to the rents, tolls, charges, rebates, payments, deductions, and allowances to be made and allowed by, between, and to the respective contracting parties.

5. To authorise the Victoria Company and the other before-mentioned Companies respectively, for all or any of the purposes of the intended Act (and for the completion of the Victoria Company's undertaking and works) to apply their respective corporate funds and revenue, and to raise more money, and to create new shares and stock, with or without a preference or priority of interest or dividend, and other special privileges, and to grant mortgages, bonds, annuities, and rent charges.

6. To provide for the granting to, and acceptance by, the Victoria Company and their proprietors and creditors, or any of them (in lieu of their present shares, stocks, annuities, rent-charges, or securities), of shares, stocks, annuities, rent-charges, or securities of any or either of the before-mentioned Companies making any such purchase, or taking any such lease; and to classify, define, alter, and regulate the capital shares, stocks, debts, liabilities, charges, and securities, priorities, rights, and privileges of the proprietors and creditors of such Companies or Company.

7. To vary the tolls, rates, dues, and charges which the Victoria Company, and the other before-mentioned Companies, are now authorised to take; and to authorise the levying of new tolls, rates, dues, and charges on, or in respect of, their respective undertakings; to confer, vary, or extinguish exemptions from the payment of any such tolls, rates, dues, and charges.

8. To provide for the dissolution of the Victoria Company; to vary or extinguish all rights and privileges inconsistent with the objects of the intended Act; and to confer other rights and privileges.

9. To confer upon the Victoria Company; and the other before-mentioned Companies and parties, all necessary powers for effecting any of the objects of the intended Act which are not effected by the Act, and to sanction and give effect to contracts and arrangements between all or any two or more of the before-mentioned Companies and parties, for all or any of the objects of the intended Act, and all incidental matters.

10. To extend the respective periods limited by the Acts (hereinafter specified) relating to the Victoria Company, for the sale of superfluous lands.

11. To amend or repeal the Victoria (London) Docks Act, 1853; the Victoria (London) Docks Act, 1857; the Victoria (London) Docks Act, 1859; and the following (local and personal) Acts, viz. : 9 Geo. IV., chap. 116; 16 and 17 Vict., chap. 106; 19 Vict., chap. 1; and 21 and 22 Vict., chap. 35, relating to the London Dock Company: 6 Geo. IV., chap. 105; 10 Geo. IV., chap. 1; 11 Geo. IV., chap. 13; 2 Will. IV., chap. 49; and 6 Will. IV., chap. 31, relating to the St. Katherine's Dock Company: and 25 and 26 Vict., chaps. 8, 34, 187, 200, and 223; and 26 and 27 Vict., chap. 69, 83, 88, 143, 178, 190, 205, and 225, relating to the Great Eastern Railway Company, and to extend and apply to all or any of the aforesaid undertakings and works, the regulations, prohibitions, penalties, and provisions of the aforesaid Acts, or some of them.

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 13th day of November, 1863.

Ellis, Parker, and Clarke, Solicitors, St. Michael's-alley, Cornhill.

In Parliament—Session 1864.

Halifax, Huddersfield, and Keighley Railway.

(Powers over Lancashire and Yorkshire, London and North-Western, Manchester, Sheffield, and Lincolnshire, and Midland Railways).

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 hereinafter mentioned, or some or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say :

A railway commencing in the township and parish of Huddersfield by a junction with the railways of the London and North Western and Lancashire and Yorkshire Railway Companies, or one of them, at the north end of the passenger platform of the Huddersfield Station, passing through Huddersfield, Far Town Marsh, Deighton, Fixby, Lindley, Lindley-cum-Quarumby, Quarumby, Elland, Elland-cum-Greetland, Stainland, Stainland-cum-Old Lindley, Longwood, Greetland, Holywell, Holywell-green, Exley, North Dean, Southowram, Halifax, Salterhebble, Skircoat, Northowram, Hipperholme, Hipperholme cum Brighouse, Ovenden, Illingworth, Mixenden, Queensbury, Queen's-head, Bradford, Clayton, Thornton, Denholme, Wilsden, Allerton, Allerton-cum-Wilsden, Bingley, Cullingworth, Far Oxenhope, Harden, Haworth, Keighley, Laycock, High Utley, Low Utley, Steeton or Steeton with Eastburn, Kildwick, and terminating in the parish of Kildwick and township of Steeton or Steeton with Eastburn, by a junction with the Midland Railway, at a point on that railway immediately opposite Hawk-cliff-cottage.

A railway entirely in the parish of Halifax, commencing out of the said first-mentioned railway, about eight chains southward of the Bethesda Methodist Chapel, near the Town Fields-lane, in the township of Elland or Elland-cum-Greetland, passing through the said township, and the township of Stainland, or Stainland-cum-Old Lindley, and terminating at or near Brook Royd-mill, in the township of Stainland or Stainland-cum-Old Lindley, in the said parish of Halifax.

A railway commencing out of the said first-mentioned railway, about five chains to the south-west of Rushley Fall House, in Damens, in the township and parish of Keighley, and terminating by a junction with the authorized Keighley and Worth Valley Railway, about five chains to the south-west of Lower Hold House, in the same township and parish.

All the said railways and works will be situated in the West Riding of the county of York.

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 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 confer on the Company other rights and privileges.

To enable the Company, on the one hand, and the Midland Railway Company, the London and North-Western Railway Company, the Lancashire and Yorkshire Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the South Yorkshire Railway and River Dun Company, and the Keighley and Worth Valley Railway Company, 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 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 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 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, siding-works, and conveniences connected therewith respectively, that is to say :—

So much of the Lancashire and Yorkshire Railway as lies between the junction therewith of the proposed first described railway and the towns of Huddersfield and Penistone, including the joint and separate station and railways of the Lancashire and Yorkshire, and London and North-Western Railway Companies, at Huddersfield, and the station at Penistone.

So much of the Manchester, Sheffield, and Lincolnshire Railway as lies between the junction therewith of the Lancashire and Yorkshire Railway, at or near Penistone, and the station of the Manchester, Sheffield, and Lincolnshire Railway Company, at Peniston, and between the same junction and the Barnsley Branch of the last-mentioned Company.

So much of the railway of the London and North-Western Railway Company as lies between the junction therewith of the proposed first described railway, and the junction therewith of the Lancashire and Yorkshire Railway Company's line to Penistone, including the use of the said joint station and railways at Huddersfield.

So much of the railway of the Midland Railway Company as lies between the junction therewith of the said proposed first described railway and the towns of Keighley and Skipton respectively, including the use of the Keighley and Skipton Station.

To require the Companies owning the said portions of railway and stations 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.

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, namely, the 7 and 8 Victoria, cap. 18, and of any other Acts relating to the Midland Railway Company, the 10 and 11 Victoria, cap. 291; and the other Acts relating to the South Yorkshire Railway and River Dun Company, the 9 and 10 Victoria, cap. 204; and the other Acts relating to the London and North-Western Railway Company, the 1st and 2nd Wm. 4, cap. 60, and the other Acts relating to the Lancashire and Yorkshire Railway Company; and the 9 and 10 Victoria, cap. 71, and the other Acts relating to the Great Northern Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Act, 1849; and the other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company.

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, 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 railways delineated thereon, so as to shew their general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection, with the Clerk of the Peace for the West Riding of the county of York, at his office, at Wakefield, and, on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the 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 10th day of November, 1863.

Wavell, Philbrick, and Foster, Halifax;

Brook, Freeman, and Batley, Huddersfield;

Baxter, Rose, Norton, and Co., No. 6, Victoria-street, Westminster;
Solicitors for the Bill.

In Parliament—Session 1864.

South Yorkshire Railway.

(Branch to, and Running Powers over, Midland Railway).

NOTICE is hereby given that the South Yorkshire Railway and River Dun Company (who are herein referred to as the Company) intend to apply to Parliament in the next session thereof for leave to bring in a Bill to enable them to make and maintain in the West Riding of Yorkshire a railway with all needful works, stations, approaches, and conveniences connected therewith, to commence by a junction with the South Yorkshire Railway Barnsley coal line, at or near the end of twenty-five chains to the west or north-west of the Ardsley Station, in the township of Monk Bretton, and parish of Royston, to pass thence through the following parishes and places, or some of them (that is to say), Silkston, Monk Bretton or Barton, Royston, Ardsley, Darfield, and Barnsley, and to terminate near a place called the Newbridge Bleachworks, in the township of Monk Bretton, and parish of Royston, by a junction with the railway (herein called the Midland Branch) which the Midland Railway Company are by an Act passed in the last session of Parliament authorized to construct from their railway, in the township of Carlton, to the Manchester, Sheffield, and Lincolnshire Railway, in the township of Barnsley.

The Bill will enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, pipes, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing and 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; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges; and the Bill will authorize the Company to apply their existing funds and any money which they have still power to raise to the purposes of the said railway and works, and for the same purposes, and for the general purposes of their undertaking, to raise additional capital by shares or by stock and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

The Bill will also 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 upon 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 herein-after mentioned, together with the stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively (that is to say), the Midland Branch, and so much of the Midland Railway as will lie between the junction of the said railway with the same Midland Branch and the West Riding and Grimsby Railway, at Oakenshaw.

And the Bill will require the Midland Railway Company to receive, book through, forward, accommodate, and deliver, on and from their railways, and at the stations, warehouses, and booking-offices thereof, all traffic, of whatever description, coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement as shall be settled by arbitration, or as may be

defined by the Bill, and, if need be, to alter the tolls and charges upon the Midland 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, 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, or of any other Acts relating to the Company, namely, the 10 and 11 Vict., cap. 291, 11 and 12 Vict., cap. 65, 13 and 14 Vict., caps. 35 and 37, 15 and 16 Vict., cap. 153, 22 and 23 Vict., cap. 101, 24 and 25 Vict., cap. 169, 25 and 26 Vict., cap. 141, 26 and 27 Vict., caps. 146 and 238, and also of the following and of any other Acts relating to the Midland Railway Company, namely, 7 and 8 Vict., caps. 18 and 59, 9 and 10 Vict., cap. 326, 26 and 27 Vict., cap. 183, and of the several other Acts relating to the Midland 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, 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 shew 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 West Riding of Yorkshire, at his office, at Wakefield; and on or before the same day, a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through which the 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 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.

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

In Parliament—Session 1864.

Market Harborough and East Norton Railway.

(Incorporation of Company; Railway from Rugby and Stamford Line at Medbourn to East Norton; Powers to London and North-Western Railway Company; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company (herein referred to as "the Company"), with power to effect the following objects, or some of them (that is to say):—

To make and maintain a railway, with all necessary works, stations, approaches, and conveniences connected therewith, commencing in the

parish of Ashley, in the county of Northampton, by a junction with the Rugby and Stamford line of the London and North-Western Railway Company, at a point about fourteen chains eastward of the east end of the passenger platform of the Medbourn Bridge station on that line; thence passing through and into the parishes, townships, and places following, or some of them (that is to say):—Weston-upon-Welland and Ashley, in the county of Northampton, and Medbourn Welham, otherwise Welhandham, Slawston, Blaston St. Michael, Blaston St. Giles, Hallaton, Horninghold, Alexton, and East Norton, in the county of Leicester, and terminating in the said parish of East Norton, in a certain pasture field called "the great close," the property of the Right Honourable Lord Berners, which field is numbered 50 on the Tithe Commutation Map of the said parish of East Norton.

To purchase by compulsion, or otherwise, to acquire lands, houses, and other property for the purposes of the said intended railway and works, and 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, streams, watercourses, canals, drains, pipes, and aqueducts, as far as may be necessary or convenient in constructing and maintaining the said intended railway, and works connected therewith.

To levy tolls, rates, duties, and charges upon, or in respect of, the use of the said intended railway and works; to grant exemptions from the payment of such tolls, rates, duties, and charges; and to raise capital by shares, and by borrowing for the purposes of the said Act.

The intended Act will enable the Company and the London and North-Western Railway Company from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, and maintenance of the whole or any portion of the intended railway and works, and the conveyance of traffic thereon, the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of such traffic, and the supply and maintenance of engines, stock, and plant.

And the intended Act will amend some of the powers and provisions of the (local and personal) Act of Parliament, 9 and 10 Victoria, cap. 204, and all other Acts affecting or relating to the London and North-Western Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railway and works, together with a book of reference to such plans, and also a published map, with the line of railway delineated thereon, so as to shew 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, 1863, be deposited for public inspection with the Clerk of the Peace for the county of Leicester, at his office, in Leicester, and with the Clerk of the Peace for the county of Northampton, at his office, in Northampton; and, on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each of the aforesaid parishes, will, together with a copy of this notice, be deposited for public inspection with the parish clerk of each parish, at his residence; and, in the case of any extra-parochial place, with the parish clerk of the immediately 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 twenty-third day of December, one thousand eight hundred and sixty-three.

Dated the 12th day of November, 1863.

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

In Parliament.—Session 1864.

Wellington and Drayton Railway.

(Deviation; Lease of Undertaking to, or Amalgamation with, Great Western Railway Company; Powers to take on Lease or Amalgamate with Nantwich and Market Drayton Railway).

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

To enable them to make a deviation from the line authorized by "The Wellington and Drayton Railway Act, 1862," such deviation to commence at the occupation road-bridge over the Shropshire Union Railway, to the westward of the goods'-sheds attached to the Wellington Station, pass through Wellington, Wrockwardine, Admaston, Bratton, and Longdon-on-Tern, all in Shropshire, and to terminate by a junction with the authorized line of the Wellington and Drayton Railway, in a field No. 9, in the last-mentioned parish, on the plans deposited with the Clerk of the Peace for Shropshire, in November, 1861, with respect to the said Act, and to abandon so much of the authorized line as such deviation will render useless.

The Bill will, for the purposes thereof, enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, pipes, sewers, navigations, rivers, streams, and watercourses; to purchase lands, houses, and other property, compulsorily; to levy tolls, rates, and charges, and to exercise other rights and privileges.

And the Bill will empower the Company to defray the cost of constructing the intended railway and works out of their corporate funds, and if necessary for these purposes and for the general purposes of the Company, to raise additional capital by shares, or stock, and by loan, and with or without any priority of dividend or interest, and other advantage over their existing and authorized capital.

Duplicate plans and sections describing the line, situation, and level of the proposed railway 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 and lessees or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also a published map, with the new line of railway delineated thereon, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for Shropshire, at his office at Shrewsbury; 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 new line and works will be made, or in which any lands or houses 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.

And notice is hereby given that it is intended by the said Bill to apply for the following, or some of the following, among other powers:

1. To enable the Company to grant, and the Great Western Railway Company to accept, a lease of the undertaking of the Company, and to empower the said Great Western Railway Company during such lease to exercise all the powers, rights, and privileges which are now vested in the Company.
2. To authorize the amalgamation from such period and upon such terms and conditions as may be agreed upon, or as may be fixed by or under the provisions of the Bill of the Company, and of the Great Western Railway Company, and the union and consolidation into one undertaking of the undertakings of the two Companies.
3. To enable the Nantwich and Market Drayton Railway Company to grant, and the Company to accept, a lease of the undertaking of the said Nantwich and Market Drayton Railway Company, and also to authorize the amalgamation of the Nantwich and Market Drayton Railway Company and of the Company and the union and consolidation into one undertaking of the undertakings of the two Companies.

The Bill will confirm any agreement already made or which prior to the passing of the Bill may be made touching any of the matters aforesaid; it will vary and extinguish all existing rights and privileges which would interfere with any of 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 25 and 26 Vict., cap. 226 relating to the Company, of the 5 and 6 Wm. 4, cap. 107, the 26 and 27 Vict., caps. 113 and 198, and of the several other Acts relating to the Great Western Railway Company, and of the 24 and 25 Vict., cap. 44, relating to the Nantwich and Market Drayton Railway Company.

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

Dated this 9th day of November, 1863.

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

George Gordon Warren, Market Drayton.

In Parliament.—Session 1864.

West Riding and Grimsby Railway.

(Extension, Station, and Street at Wakefield; Powers to South Yorkshire, Manchester, Sheffield, and Lincolnshire, Midland, Great Northern, and West Yorkshire Railway Companies).

IT is intended to apply to Parliament in the next session thereof, for leave to bring in a Bill to confer on the West Riding and Grimsby Railway Company (who are hereinafter referred to as "The Company"), the following, or some of the following, among other powers:

To extend their railway from the authorized

commencement thereof in the parish of Wakefield, in the West Riding of Yorkshire, to certain lands hereinafter described, in Wakefield.

To purchase compulsorily certain lands, houses, and other property in the parish of Wakefield, bounded on the south by Back-lane, on the west by Love-lane, and a reservoir and a footpath, on the north by Balne-lane, and on the east by Balne-lane, Burton-street, and Cliff-lane, and to construct thereon a station, with all necessary approaches, warehouses, conveniences, and works connected therewith.

To authorize the Company to construct in Wakefield a new street, from Westgate to Back-lane, beside the and nearly contiguous to the West Yorkshire Railway.

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, streets, tramways, drains, sewers, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway, station, and works, and especially to close Parliament-street in Wakefield. To purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railway, station, and works; and to levy tolls, rates, and charges in respect thereof, and to confer on the Company other rights and privileges.

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

To authorize the South Yorkshire Railway and River Dun Company and the Manchester, Sheffield, and Lincolnshire Railway Company, the Midland Railway Company, and the West Yorkshire Railway Company, or any of those Companies, to contribute, upon such conditions as the Bill shall define, towards the cost of constructing the intended railway station and works out of their corporate funds and, if necessary, out of the 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 authorized capitals; and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital or any part thereof; and (subject to such modifications and additions as the Bill may define) to extend to the proposed railway station and works and to the capital to be raised for the purposes thereof the powers granted to the South Yorkshire Railway and River Dun and to the Manchester, Sheffield, and Lincolnshire Company by "The West Riding and Grimsby Railway Act, 1862," with respect to the railways authorized by that Act to be constructed and the capital authorized to be raised.

To enable the Company, on the one hand, and the Midland, the Great Northern, and the West Yorkshire Railway Companies, or any of them, on the other hand, to enter into agreements with respect to the working, use, management, and maintenance of the West Riding and Grimsby Railway and the said intended station and works or any part or parts thereof respectively, and the supply of rolling stock and machinery, of officers and servants for the conduct of the traffic of the said Undertaking, or of any part thereof; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange accommodation, and the conveyance of traffic coming from or destined for the respec-

tive 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.

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, so much of the West Yorkshire Railway as lies between the authorized junction therewith of the West Riding and Grimsby Railway at Wakefield, and the station and works intended to be constructed under the powers of the Bill, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected with the said portion of the West Yorkshire Railway.

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 West Riding and Grimsby Railway Act, 1862" (25 and 26 Vic., cap. 211), the 10 and 11 Vic., cap. 291; the 13 and 14 Vic., cap. 57, and the other Acts relating to the South Yorkshire Railway and River Dun Company; and also the Act 12 and 13 Vic., cap. 81, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; "The Bradford, Wakefield, and Leeds Railway Act, 1854, 1859, 1860, 1861, and 1862," "The West Yorkshire Railway Act, 1863;" the 7 and 8 Vic., cap. 18, and the other Acts relating to the Midland Railway Company; and "The Great Northern Railway Act, 1846," and the other Acts relating to the Great Northern Railway Company.

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, plans shewing the lands, houses, and property at Wakefield intended to be taken for the station, 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 West Riding of Yorkshire, at his office at Wakefield, and on or before the same day a copy of the said plans, sections, and book of reference will be deposited with the parish clerk of Wakefield, 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 13th day of November. 1863.

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

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

In Parliament—Session 1864.

Llynvi Valley Railway and Ogmore Valley Railway.

(Improvement of the Harbour and other Works at Porth Cawl, and the construction of Dock, Works, and Railways there; Arrangement between the two Companies; Levy of Tolls; Alteration of existing Tolls; Contribution of Monies by the two Companies; Authorization of Level Crossings by the two Companies; Amendment of Acts.)

NOTICE is hereby given, that the Llynvi Valley Railway Company and the Ogmore Valley Railway Company (hereinafter referred to as the "two Companies"), or one of them, intend to apply to Parliament in the ensuing Session for an Act (hereinafter referred to as "the Act") to effect the following objects, or some of them, to wit:

1stly. To extend, if need be, the limits of the Harbour of Porth Cawl, in or near the county of Glamorgan, as defined by the 91st section of the "Llynvi Valley Railway Act, 1855;" and to dredge, deepen, scour, and otherwise improve the said harbour and the works thereof, within the existing and intended limits thereof.

2ndly. The construction of a dock, with an entrance and gates, and other works and conveniences in connexion therewith, commencing at or near the northern end of the tidal basin of the Llynvi Valley Railway Company in the said harbour, and thence extending over the bed and beach of the said harbour, and terminating at or near high water mark, on the northern side of the said harbour, and the appropriation of a part of the said tidal basin to the purposes of such dock.

3rdly. An alteration of the existing piers and the construction of a breakwater, commencing at the south-east corner of the said harbour, and extending in a southerly direction for a distance of seventy yards, or thereabouts, and the closing up of the present entrance to the tidal basin in that harbour, and substitution of a new entrance on the south side thereof.

4thly. The alteration of the existing breakwater on the south side of the said harbour, and the extension of that breakwater in a south-easterly direction for a distance of one hundred yards, or thereabouts.

5thly. The construction of all such piers, walls, locks, gates, coffer dams, bridges, arches, quays, landing places, avenues, approaches, wharfs, depôts, coal tipping stages, warehouses, buildings, works, and conveniences, as may be necessary, for the purposes aforesaid.

All which said works will be in the parish of Newton Nottage, in the county of Glamorgan, or on the bed or shore of the sea adjacent to that parish.

6thly. The construction of the following lines of railway, with sidings, works, and conveniences connected therewith, viz.:

A railway, No. 1, to commence from and out of the Llynvi Valley Railway, at or near the level crossing of the public road, about 230 yards north of the northern entrance of the tunnel or covered way of the Llynvi Valley Railway at Porth Cawl, and terminating on the sea shore at or near a point about 370 yards north of the entrance of the Porth Cawl Harbour, which intended railway is wholly within the said parish of Newton Nottage.

A railway, No. 2, to commence from and out of the Llynvi Valley Railway, at or near the point of commencement above described for

the railway No. 1, and terminating on the sea shore, at or near a point about 260 yards north of the southern quay wall of the Porth Cawl Harbour, which intended railway, No. 2, is wholly within the said parish of Newton Nottage.

7thly. To provide for the laying down of the narrow gauge upon parts of the Llynvi Valley Railway, and the abandonment of the broad gauge upon the railways of the Ogmore Valley Railway Company.

8thly. To provide for the vesting in the two Companies of the property in the said harbour, within the limits defined by the "Llynvi Valley Railway Act, 1855," and certain other portions of the property of the Llynvi Valley Railway Company, and to authorize the two Companies to use, with carriages, engines, officers, and servants, parts of the Llynvi Valley Railway.

9thly. To confirm any agreement entered into between the two Companies in relation to any of the objects of the Act, and to empower the two Companies to enter into other agreements.

10thly. To authorize the diversion into the proposed works, or some of them, of the waters which supply the harbour of Porth Cawl, and the dock and harbour works there.

11thly. To authorize the stopping up, alteration, or diversion, temporarily or permanently, of turnpike and other roads, streets, railways, streams, rivers, bridges, sewers, drains, waters, and water-courses in the parishes and places aforesaid, for the purposes of the proposed works, and other the purposes of the Act.

12thly. To authorize deviations from the lines and levels delineated in the deposited plans and sections to be deposited, as hereinafter mentioned, to such extent as the Act may provide.

13thly. To authorize the compulsory purchase of lands, houses, and hereditaments, and rights, liberties, and easements, in, over, or through the same for the purposes of the proposed undertaking.

14thly. To authorize the levying by the two Companies, or one of them, of tolls, rates, rents, and remunerations in respect of the proposed works—to alter the existing tolls, rates, rents, and remunerations—and to substitute others in lieu of those authorized to be demanded and received by the two Companies, or one of them; to alter and extend, for the purposes of tolls, and the exercise of the dock master's authority, and other purposes, the limits of the said harbour of Porth Cawl, and to confer, vary, or extinguish exemptions from the rates, rents, and remunerations, and to confer, vary, or extinguish other rights and privileges.

15thly. To authorize the two Companies, or either of them, to subscribe to the undertaking, and to raise moneys by shares, either ordinary or with preferences, privileges, or advantages attached thereto, or by borrowing, or by the creation of a debenture stock, or to apply any moneys in their possession or under their control, or their revenue, or corporate funds, to the execution of the proposed undertaking.

16thly. To provide for the division and appropriation of the income arising from the existing dock and harbour works at Porth Cawl and from the proposed works.

17thly. To provide for the appointment of a Joint Committee by the two Companies for the purposes of the proposed Undertaking, and to provide for the settlement of disputes.

18thly. To authorize the Llynvi Valley Railway Company to maintain or to carry their railway on the level across two public carriage roads, to wit, a road numbered 17 in the parish of Coity, and a road numbered 154 in the parish of Llanigonoyd (both in the county of Glamorgan) on the plans

deposited for the purposes of "The Llynvi Valley Railway Act, 1855," and to authorise the Llynvi Valley Railway Company to purchase by compulsion additional lands in the parishes and places of Newton Nottage, Coity, Llangonoyd, Llangonoyd Higher, Llangonoyd Middle, Bayden, and Saint Bride's Minor, all in the county of Glamorgan.

19thly. To authorize the Ogmore Valley Railway Company to maintain or to carry their railway on the level across three public carriage roads, to wit, the roads numbered respectively No. 15, Nos. 43 and 45, and No. 111 in the parish of Llangeinor, in the county of Glamorgan, on the plans deposited for the purposes of "The Ogmore Valley Railway Act, 1863."

20thly. To repeal or to alter, amend, and extend the provisions of "The Llynvi Valley Railway Act, 1855," "The Llynvi Valley Railway Act, 1862," and "The Ogmore Valley Railways Act, 1863," or some of them.

21stly. The provisions of the General Consolidation Acts relating to Companies, Railways, and Harbours, Docks, and Piers passed respectively in the years 1845, 1847, 1860, and 1863 will be incorporated with the Act, with such variations as the case may require.

22ndly. Plans and sections, in duplicate, of the proposed works, and plans of the lands intended to be taken for the other purposes of the Act, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses to be taken for the purposes of the Act, together with a published map shewing the general course and direction of the intended railways, will be deposited, on or before the 30th day of November, 1863, with the Clerk of the Peace for the county of Glamorgan, at his office, at Cardiff, in the said county; and, on or before the same day, a copy of so much of the plans, sections, and book of reference as may relate to any parish in which any works are proposed to be made and maintained, varied, extended, or enlarged, or in which any lands intended to be taken are situate, will be deposited with the parish clerk of such parish, at his place of abode, and every such deposit will be accompanied with a copy of this Notice as published in the London Gazette.

23rdly. 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, 1863.

Dated 12th November, 1863.

Baxter, Rose, Norton, & Co., 6, Victoria-street;
Charles Tahourdin, 1, Victoria-street, Solicitors.

Newall & Pike, Parliament-street, Parliamentary Agents.

In Parliament—Session 1864.

Independent Gas Light and Coke Company.

(Increase and Regulation of Capital; Borrowing Powers; Repeal or Amendment of Act; Reincorporation of Company; and other Purposes).

NOTICE is hereby given, that the Independent Gas Light and Coke Company (hereinafter called "The Company") intend to apply to Parliament in the ensuing Session for an Act for all or some of the purposes following (that is to say):

To augment and to fix and regulate the capital of the Company, and if thought desirable to

capitalize all or any sums which the Company have expended on their works, and to fix and determine the amount of money, whether derived from capital or from profits, or from both conjointly, in respect of which the Company shall be entitled to receive dividends.

To authorize the Company to raise more money on mortgage or bond, and by the creation and issue of shares, with or without preference or priority, in payment of dividend or other advantages.

To authorize the Company to maintain their existing gas works, buildings, apparatus, and meters, and to improve, extend, enlarge, renew, and increase their works, and for the purpose of erecting gasholders or gasmeters, or other works thereon, to purchase and take, and to hold additional lands and houses, and to authorize the Company and all corporations and public bodies, commissioners, companies, or persons to make and carry into effect contracts and agreements for the sale of such additional lands and houses, upon such terms and conditions as they shall respectively think fit.

To extend and to define the limits within which the Company may supply Gas.

To alter, amend, extend, and enlarge some of the powers and provisions of the Act passed in the tenth year of the reign of His Majesty King George the Fourth, intituled "An Act to incorporate certain persons to be called 'The Independent Gas Light and Coke Company,' and for enabling them to light with gas certain parishes in the county of Middlesex;" or to repeal the said Act, and to grant further other and more effectual powers and provisions in lieu thereof.

To re-incorporate the Company.

To incorporate with the proposed Act some of the powers and provisions of the "Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Gas Works Clauses Act, 1847;" "The Sale of Gas Act, 1859;" "The Sale of Gas Act Amendment Act, 1860;" "The Lands Clauses Consolidation Acts, 1845;" "Amendment Act, 1860;" "The Companies Clauses Act, 1863;" and to repeal or extend, vary, alter, or enlarge, if considered necessary, some of the provisions of "The Metropolis Gas Act, 1860."

To levy and collect rates or rents for the supply of gas; to alter existing rates or rents; to confer, vary, or extinguish exemptions from payment of rates or rents, and to confer, vary, or extinguish other rights and privileges, and to confer upon the Company all necessary powers and authorities for the purposes of the said Act.

And notice is hereby further given, that printed copies of the Bill will, on or before the twenty-third day of December, next, be deposited in the private Bill office of the House of Commons.

Dated this 12th day of November, 1863.

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

In Parliament—Session, 1864.

South Wales Mineral Railway (New Line).

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

To enable them to make and maintain, in the county of Glamorgan, the tramway and railways hereinafter mentioned, or some or one of them,

with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say :

1. A tramway, to be partly situate in the parish of Glyncoerwg, and partly situate in the parish of Llangonoyd, to commence by a junction with the South Wales Mineral Railway, at a point thereon about 450 yards in a south-west direction from a place called Cymmer, to pass thence along the Valley of the Afon, and to terminate near an old foot level in the said parish of Llangonoyd, about 450 in a south east direction, from a farm-house called Blaen Afon, and which farm-house is situate in the said parish of Glyncoerwg.
2. A railway to be wholly situate in the parish of Glyncoerwg, to commence by a junction with the South Wales Mineral Railway at its termination at Glyncoerwg, and to terminate at the river Corrwg, near the existing tipping place of the Glyncoerwg Coal Company.
3. A railway (to be also wholly situate in the said parish of Glyncoerwg), to commence by a junction with the said intended railway lastly hereinbefore described, at or near the termination thereof, and terminating at a point about 500 yards in a northerly direction from a farm-house called Blaencorwg, in the said parish of Glyncoerwg.

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 tramway, railways, and works; to purchase lands, houses, and other property compulsorily for the purposes of the said intended tramway, railways, and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

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

The Bill will 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 Company, namely: the 16th and 17th Vict., cap. 197; the 18th and 19th Vict., cap. 23; and the 24th and 25th Vict., cap. 210.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in, or through which they will be made, together with a Book of Reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this Notice will, on or before the

30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff; 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 12th day of November, 1863.

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

In Parliament—Session 1864.

South Yorkshire and River Dun Company

(Lease or Transfer of Undertaking; Rights and Powers to Manchester, Sheffield, and Lincolnshire Railway Company).

APPPLICATION is intended to be made to Parliament in the next Session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes; To enable the South Yorkshire Railway and River Dun Company, (hereinafter called the South Yorkshire Company), to grant a lease of, and to sell and to enable the Manchester, Sheffield, and Lincolnshire Railway Company, (hereinafter called the Sheffield Company), to accept a lease of, and to purchase the undertaking of the South Yorkshire Company, and all the lands and other property, whether real or personal, and all the powers, rights, and privileges, duties, and liabilities of the South Yorkshire Company, and the benefit of all covenants or agreements entered into with the same Company, or on their behalf; and the Bill will enable the Sheffield Company to exercise and enjoy all such rights, powers, and benefits, and especially the power of levying tolls and other charges.

To provide in certain events for the dissolution of the South Yorkshire Company.

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

To make provision as between the two Companies for the execution of additional works by the South Yorkshire Company and the sale of their superfluous lands.

To vary the tolls, rates, and charges, which the South Yorkshire Company are authorised to take upon or in respect of their undertaking.

The Bill will confirm any agreement already made between the said Companies touching the matters aforesaid, subject however to such modifications of the agreements as may be concurred in by both Companies, and it will enable the Companies to enter from time to time into agreements with relation to the same matters.

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

The Bill will alter, amend, and enlarge; the powers and provisions of the several Acts following, as well as of any other Acts relating to the South Yorkshire Railway and River Dun Company, and their undertaking, namely (local and personal): 10 and 11 Vict., cap. 291; 11 and 12 Vict., cap. 65; 13 and 14 Vict., caps. 35 and 57; 15 and 16 Vict., cap. 153; 9 and 10 Vict., cap. 354; 14 and 15 Vict., cap. 46; 22 and 23 Vict., cap. 101; 24 and 25 Vict., cap. 169; 25 and 26 Vict., caps. 129, 141, and 211; and 26 and 27 Vict., caps. 146 and 238; 6 Geo. II., cap. 9; 12 Geo. I., cap. 38; 13 Geo. II., cap. 11; 13 Geo. I., cap. 20; 1 and 2 Geo. IV., cap. 76; 7 Geo. IV., cap. 97; and the other Acts relating to the River Dearne Navigation; the 33 Geo. III., cap. 115; 39 and 40 Geo. III., cap. 37; and the other Acts relating to the Dearne and Dove Canal; the 55 Geo. III., cap. 65; 11 and 12 Vict., cap. 94; 12 and 13 Vict., cap. 75; and the other Acts relating to the Sheffield Canal; the 33 Geo. III., cap. 117; 38 Geo. III., cap. 47; 49 Geo. III., cap. 71; 12 and 13 Vict., cap. 29; and the other Acts relating to the Stainforth and Keadby Canal; also of the several Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, namely: "The Manchester, Sheffield, and Lincolnshire Railway Act, 1849;" (12 and 13 Vict., cap. 81); 13 and 14 Vict., cap. 94; 14 and 15 Vict., cap. 114; 15 and 16 Vict., caps. 83 and 144; 16 and 17 Vict., caps. 52 and 145; 18 and 19 Vict., caps. 91 and 129; 21 and 22 Vict., caps. 75 and 113; 22 and 23 Vict., cap. 5; 24 and 25 Vict., cap. 186; and 25 and 26 Vict., caps. 91, 112, 129, 211; and any other Acts relating to that Company; also "The Trent, Ancholme, and Grimsby Railway Act, 1861;" 24 and 25 Vict., cap. 156; and also "The Barnsley Coal Railway Act, 1861;" (24 and 25 Vict., cap. 165).

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

Dated the 12th day of November, 1863.

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

J. R. Lingard, Manchester.

In Parliament—Session 1864.

North Western Railway Company.

(Arrangement of Capital; Division of Original Shares).

THE North Western Railway Company intend to apply to Parliament in the next Session thereof, for leave to bring in a Bill to authorize the division of the original shares of the Company into two classes, to be designated as guaranteed or A shares, and ordinary or B shares, or by some other names; and the attaching to the said divided shares, respectively, such portions as the

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Bill shall define of the dividends accruing from time to time due on the original shares; and the Bill will define the rights conferred by the said shares respectively, whether of voting or otherwise.

For these and for other purposes the Bill will amend, vary, and enlarge the powers and provisions of "The North Western Railway Acts, 1852 and 1857 (15 and 16 Vict., cap. 135, and 20 and 21 Vict. cap. 134)".

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

Dated this 12th day of November, 1863.

Baxter, Rose, Norton and Co.;

Lawrence Holden, Lancaster;

Solicitors for the Bill.

In Parliament—Session 1864.

Trent, Ancholme, and Grimsby Railway.
(Increase of Capital; Powers to South Yorkshire and Manchester, Sheffield, and Lincolnshire Railway Companies).

IT is intended to apply to Parliament in the next Session thereof for leave to bring in a Bill to increase the capital of the Trent, Ancholme, and Grimsby Railway Company, both by shares and by borrowing, and with such preference or priority of interest or dividend and such other advantages over the existing capital of the Company as the Bill may define.

The Bill will enable the South Yorkshire Railway and River Dun Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, both or either of them, to contribute out of their existing funds, or out of funds which the Bill will authorize them to raise, all or any part of the proposed additional capital upon such terms as the Bill may define; and it will enable those two Companies, or either of them, to attach to the additional capital which they may be so empowered to raise, any such preference or priority of dividend, or other advantage over their respective existing capitals, as may be defined by the Bill. And for this purpose the Bill will enlarge and vary the existing statutory powers of those two Companies respectively.

The Bill will also, for these and for other purposes, amend, extend, and vary, the provisions of "The Trent, Ancholme, and Grimsby Railway Acts, 1861 and 1862 (24 and 25 Vict., cap. 156; 25 and 26 Vict., cap. 129)."

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

Dated this 12th day of November, 1863.

Baxter, Rose, Norton, and Co., Solicitors for the Bill.

In Parliament.—Session 1864.

Chichester Harbour Embankment.

(Extension of Time for Compulsory Purchase of Lands and Completion of Works; 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 for the purposes following, that is to say:

To extend the time limited by "The Chichester Harbour Embankment Act, 1859," for the compulsory purchase of lands, tenements, and hereditaments, and for the completion of the works by that Act authorised.

To alter, repeal, amend, enlarge, and extend such of the powers and provisions of the said "Chichester Harbour Embankment Act, 1859," as may be necessary to effect the objects proposed by the said Bill.

To vary and extinguish any rights and privileges which interfere with the objects of the Bill, and to confer other powers, rights, and privileges.

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

Dated this 12th November, 1863.

In Parliament—Session 1864.

Phoenix Gas Light and Coke Company.
Increase and Regulation of Capital; Capitalization of Profits, &c.; Purchase of Land; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to fix and regulate the capital of the Phoenix Gas Light and Coke Company, and to authorise the Company to alter the nominal amount of their shares, and to convert all or some of them into stock, and to raise a further some of money by the creation of shares or stock, and to borrow money by debenture, bonds, or on mortgage of their undertaking, and to capitalize certain moneys laid out in and available for the extension of works. And to alter the provisions of the Local and Personal Act relating to the Company (5 George IV., chapter 78,) with respect to the directors and meetings of shareholders, and right of voting thereat, and to purchase by compulsion or agreement certain lands in the parish of St. Mary's, Lambeth, in the county of Surrey, such lands being bounded on the north by the Effra river, on the west by the river Thames; on the south by the Brunswick Wharf, and on the east by the Wandsworth-road, and to erect thereon works for the manufacture or storing of gas.

And it is proposed by the intended Act to amend some of the provisions of the Metropolis Gas Act (23 and 24 Vict. chapter 125) with reference to the Company, and also of the said Act relating to the Company (5 George IV. chapter 78) or to repeal the last-mentioned Act, and re-enact with amendments the provisions thereof, and to re-invest in or reserve to the Company all their property, powers, rights, and privileges, and especially their existing powers of erecting and enlarging works, and manufacturing and storing gas upon the lands now vested in or belonging to the Company, and which lands are situate and bounded as follows (that is to say):—

1. Premises at Bankside, in the parish of St. Saviour's, Southwark, in the county of Surrey, bounded on the north by the river Thames, on the west by Holland-street, on the south by Great Guildford-street, and on the east by White Hind Alley.

2. Premises in the parish of St. Alphage, Greenwich, in the county of Kent; bounded on the north by the river Thames, on the west and south by Deptford Creek, and on the east by Norway-street.

3. The gas holder station in Wellington-street, in the parish of St. George's, Southwark, in the county of Surrey; bounded on the north by Wellington-street, on the west by Wellington-place, on the south by Friar-street, and on the east by Green-street.

4. The gas holder station in the parish of St. Mary's, Lambeth, in the county of Surrey; bounded on the north by Upper Kennington-lane,

on the west by Devonshire-place, on the south by Kennington Oval, and on the east by Pilgrim-street.

5. The works in the parish of St. Mary's, Lambeth, in the county of Surrey, and bounded on the north by New Bridge-street, Vauxhall, on the west by the river Thames, on the south by the Effra River, and on the east by the Wandsworth-road.

And it is proposed by the intended Act to take powers to light all or any bridges over that part of the river Thames which adjoins their district, and to levy rates, rents, and charges, to alter existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, and charges, and to stop up, alter, or divert all rights of way or passage, sewers, mains, pipes, and other works over, under, in, through, or upon the lands to be purchased as aforesaid, and to vary or extinguish all other rights and privileges connected with such lands, or which would in any manner prevent or hinder any of the purposes of the intended Act being fully effected, and to confer other rights and privileges.

And notice is hereby also given, that on or before the 30th day of November instant, a plan in duplicate of the lands intended to be taken, a book of reference to such plan, and a copy of this notice, will be deposited at the office of the clerk of the peace of the county of Surrey, at his office in Lambeth, at the office of the Metropolitan Board of Works, and with the vestry clerk of the parish of Lambeth, at his office, at the Vestry-hall, Lower Kennington-green; 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 the 12th day of November, 1863.

Baxter, Rose, Norton, and Co.

Sheffield, Chesterfield, and Staffordshire Railway.

(Incorporation of Company; Construction of Railways; Alteration of Townhead-street, in Sheffield; Powers to, and Working, Traffic, and other Arrangements with the London and North-Western, Midland, Manchester, Sheffield and Lincolnshire, North Staffordshire and Stafford and Uttoxeter Railway Companies, and South Yorkshire Railway and River Dun Company, and with the Dunston and Barlow Company; Power to use Stations and to run over Portions of Midland, Manchester, Sheffield and Lincolnshire, and North Staffordshire and Stafford and Uttoxeter Railways; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize and carry into effect the following, or some of the following, among other powers and purposes, viz.:

To incorporate a Company (hereinafter called the Company) with powers to construct and maintain the several railways following, or some or one of them, or some parts thereof, with all proper works, approaches, sidings, stations, and other conveniences, connected therewith respectively:

1. A railway, commencing by a junction with the Sheffield and Rotherham branch of the Midland Railway, at a point measuring 13 chains, or thereabouts, in a north-easterly direction, along the Sheffield and Rotherham branch of the Midland Railway, from the centre of the bridge carrying the said branch over the public highway from

Grimesthorpe to Brightside and Sheffield, commonly called Bagley-lane, and terminating by a junction with the Ashbourne branch of the North Staffordshire Railway, at the point where the said branch terminates in the passenger station at Ashbourne, 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, Brightside Bierlow, Sheffield, Ecclesall Bierlow, and Nether Hallam, in the county of York; Dore, Totley, Holmesfield, Little Barlow, Great Barlow, Barlow, Staveley, Millthorpe, Ramsley, Curbar, Baslow, Bubnell, Burchills, Hassop, Pilsley, Edensor, Chatsworth, Holme, Little Longstone, Great Longstone, Bakewell, Froggatt, Calver, Great Longstone with Holme, Ashford, Over Haddon, Hartle or Harthill, Nether Haddon, Rowsley and Alport, Youlgreave, Stanton, Middleton and Smerrill, Middleton by Youlgreave, Gratton, Birchover, Elton, Winster, Breachgate, Bonsall, Darley, Wensley and Snitterton, Ivonbrook Grange, Griff Grange, Ible, Aldwark, Cromford, Wirksworth, Iretonwood, Biggin, Brassington, Bradbourne, Carsington, Hognaston, Kirk Ireton, Callow, Hopton, Middleton by Wirksworth, Atlow, Kniveton, Sturston, Nether Sturston, Bradley, Osmaston, Yeldersley, Hulland, Offcote and Underwood, Eaton and Alsop, Mappleton, Clifton, Compton, Hulland Ward, Hulland Ward Intakes, and Ashbourne, in the county of Derby:

2. A railway commencing by a junction with the said intended railway at Ecclesall Wood, in the township of Ecclesall Bierlow, in the parish of Sheffield, belonging to the Right Honourable Earl Fitzwilliam, at or near a point measuring eight chains, or thereabouts, in a north-westerly direction from the fourth milestone from Sheffield, on the Sheffield and Bakewell turnpike road, and terminating by a junction with the Midland Railway at a point measuring six chains or thereabouts along the line of the said railway, northwards from the north end of the wall of the north platform of the Chesterfield station of the said railway, and which said intended railway will pass from, in, through, or into, or be situated within the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say):—Ecclesall Bierlow, and Sheffield, in the county of York, and Dore, Totley, Beauchief (otherwise Beauchief Abbey), Lower Bradway, Upper Bradway, Greenhill, Norton, Dronfield Woodhouse, Dronfield, Coal Aston (otherwise Cold Aston), Unston, Newbold, Tapton, Staveley, Dunston, Brampton, Whittington, Barlow, Great Barlow, Little Barlow and Chesterfield, in the county of Derby:

3. A railway, commencing by a junction with the intended railway firstly above described in Smeekcliffe (otherwise Smeekley) Wood, in the township of Holmesfield, in the parish of Dronfield, on the south-east side of the same Wood, and which Wood is numbered 495 on the Award map, dated in the year 1820, of the said township, and terminating by a junction with the intended railway secondly above described, in a field called Longfield, in the township of Newbold, in the parish of Chesterfield, belonging to His Grace the Duke of Devonshire, and in the occupation of the Dunston and Barlow Company, and which said intended railway will pass from, through, in, or into, or be situate within the several parishes, townships, extra-parochial and other places following, or some of them (that is to say):—Smeekcliffe (otherwise Smeekley), Millthorpe, Holmesfield, Unthank, Barlow Woodseats, Crowhole, Barlow, Little Barlow, Great

Barlow, Dunston, Newbold, Dronfield and Staveley, all in the county of Derby:

4. A railway, commencing by a junction with the intended railway firstly above described, at or near Cotton Mill-row, in the township and parish of Sheffield, at a distance of three chains, or thereabouts, measuring along Cotton Mill-row, from the junction of Cotton Mill-row with Alma-street, in the said township and parish, and terminating by a junction with the Manchester, Sheffield and Lincolnshire Railway, at a point on the said last-named railway, measuring three chains or thereabouts, in a north-westerly direction, along the line of the said railway from the centre of the main or middle arch of the bridge carrying the said Manchester, Sheffield and Lincolnshire Railway over the Sheffield and Tinsley turnpike road or public highway, commonly called the Wicker, in the township of Brightside Bierlow aforesaid, and which will be wholly situate within the township of Sheffield and the township of Brightside Bierlow, in the parish of Sheffield and county of York:

5. A railway, commencing by a junction with the intended railway firstly above described, in a field called Low Marsh Bottom, in the parish of Bakewell, belonging to His Grace the Duke of Devonshire, and in the occupation of Charles Young, and lying within the angle formed by the junction of the turnpike road from Ashford to Edensor, and the turnpike road from Baslow to Bakewell, and terminating by a junction with the Rowsley and Buxton line of the Midland Railway at a point on the said line, measuring three chains or thereabouts, in a south-easterly direction along the said line from a point on the said line opposite the centre of the booking-office of the Hassop station on the said line, and which railway will pass from, through, in, or into, or be situate within the parishes, townships, extra-parochial and other places following, or some of them, that is to say, Bakewell, Longstone, Holme and Hassop, all in the county of Derby:

6. A railway, commencing by a junction with the intended railway secondly above described, in a field in the parish of Dronfield aforesaid, belonging to the trustees of the Dronfield Grammar School, and in the occupation of Jonathan Outram, which said field is situate at a distance of half a chain or thereabouts, in a northerly direction from the Dronfield Corn Mill, also in the occupation of the said Jonathan Outram, and terminating by a junction with the main line of railway of the Dunston and Barlow Company, in the parish of Chesterfield, at a point measuring one chain, or thereabouts, along the line of the said last-mentioned railway, westwards from the point where that railway crosses the Sheepbridge-lane, 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, Dronfield, Coal Aston (otherwise Cold Aston), Unston, Whittington, Dunston, Newbold, and Chesterfield, in the county of Derby:

7. A railway, commencing by a junction with the intended railway, thirdly above described, in a field called Roe Car Bank, in the township of Newbold, in the parish of Chesterfield aforesaid, belonging to His Grace the Duke of Devonshire, and in the occupation of the Dunston and Barlow Company, which said field is situate at a distance of 23 chains or thereabouts, measuring in a north-westerly direction from the broombank farm house, belonging to the Duke of Devonshire, and in the occupation of the Chesterfield and Midland Silkstone Colliery Company (Limited), and terminating by a junction, in the parish of Staveley,

with the railway belonging to the Dunston and Barlow Company, in a field belonging to His Grace the Duke of Rutland, in the occupation of Thos. Littlewood, and such field being bounded on the west by a bridle road, leading from a farm-house called Fender (likewise in the occupation of Thos. Littlewood), to Monk-wood, and on the south by the Barlow-brook, which said field is distant six chains or thereabouts, measuring in a north-easterly direction from the said farm-house called Fender, 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):—Newbold, Dunston, Little Barlow, Great Barlow, Barlow, Dronfield, Staveley and Chesterfield, in the county of Derby:

8. A railway, commencing by a junction with the Churnet Valley line of the North Staffordshire Railway Company, in the parish of Uttoxeter, at a point measuring fifteen yards or thereabouts, in a southwardly direction from the wooden bridge which carries the said Churnet Valley Railway over the Tean-brook, and terminating by a junction with the Potteries line of the said North Staffordshire Railway, at a point measuring thirteen chains or thereabouts eastward from the centre of the public highway leading from Bromshall (otherwise Bramshall) to Loxley, where the said Potteries line of the North Staffordshire Railway crosses the said highway on the level of such railway, in the parish of Uttoxeter, and which said intended railway will be wholly situate within the parish of Uttoxeter, in the county of Stafford:

9. A railway, commencing by a junction with the intended railway last above described, at a point in a certain field belonging to Clement Thomas Sneyd Kynnersley, and in the occupation of Samuel Buckley, numbered 1,226 in the Tithe Commutation Map, of the parish of Uttoxeter, in the county of Stafford, and terminating by a junction with the authorized line of the Stafford and Uttoxeter Railway, in a field numbered 48 in the parish of Uttoxeter, on the Parliamentary Plans of the last-named railway, deposited with the Clerk of the Peace for the county of Stafford, on or before the 30th day of November, 1861, and which said intended railway will be situate in the parishes of Uttoxeter, Bromshall or Bramshall, or one of them, in the county of Stafford:

To widen and improve, for the purpose of forming an approach to the said intended railway, firstly above described, and any station thereon, Townhead-street, in the borough and parish of Sheffield, in the county of York;

To purchase and take lands, houses, and other property, by compulsion or agreement, for the purposes of the said intended railway, stations, approaches, and works, and for the alteration, widening and improvement of Townhead-street, in Sheffield aforesaid; 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, approaches and works, or any of them, and to confer other rights and privileges; and to alter, divert, or stop up all turnpike and other roads, highways, railways, tramways, aqueducts, gas and water-pipes, bridges, wells, canals, streams and rivers with which it may be necessary to interfere in the construction of the said intended railways, approaches and works:

To levy tolls, rates, and charges for or in respect of the use of the said intended railways and works, and of the railways, stations, and

works hereinafter mentioned belonging to other Companies, and for the conveyance of passengers, animals, and goods thereon; to vary the tolls, rates, and charges authorized to be taken on the said railways belonging to other Companies; and to grant exemptions from the payment of such tolls, rates, and charges; and to confer, vary or extinguish other rights and privileges relating thereto:

To enable the Company, and any Company working or using the undertaking of the Company, upon payment of such tolls, rates, charges, rent or other consideration, as may be agreed upon, or as may be provided for and prescribed by the said intended Act, to run over and use with engines, carriages, and waggons, the several railways or portions of railways and stations following, or some of them, or some parts thereof, and also to use all sidings, booking-offices, stations, turn-tables, watering-places, and other works and conveniences connected with the said railways and portions of railways and the said stations respectively, that is to say:

1. So much of the Manchester, Sheffield and Lincolnshire Railway as is situate between the junction therewith of the said intended railway fourthly above described; and the Victoria Station of the Manchester, Sheffield, and Lincolnshire Railway Company at Sheffield, together with the said station itself, and between the said station and the junction at Woodburn, of the Manchester, Sheffield and Lincolnshire Railway, with the Sheffield Extension of the South Yorkshire Railway Company at Woodburn, now in the course of construction:

2. The Midland Railway and the Sheffield and Rotherham Branch of the Midland Railway, between the junction of the intended railway firstly above described with the said Sheffield and Rotherham branch on the one hand and Rotherham and Masbro' on the other hand respectively, including the stations at Brightside, Rotherham, and Masbro':

3. So much of the Midland Railway as is situate between the intended railway secondly above described, and the Chesterfield station of the Midland Railway, together with the said station itself:

4. So much of the North Staffordshire Railway as is situate between the junction therewith at Ashbourne of the intended railway firstly above described, and the station at Uttoxeter of the North Staffordshire Railway Company, called or known as the Junction station, together with the said station itself, and also so much of the Potteries line of the North Staffordshire Railway as is situate between the junction therewith of the intended railway eighthly above described and the Bramshall station on the said Potteries line, together with the said station itself:

5. So much of the Rowsley and Buxton Railway of the Midland Railway Company as is situate between the junction of the intended railway fifthly above described therewith and Buxton together with the Buxton station itself.

6. The Stafford and Uttoxeter Railway, to enable the Company, on the one hand, and the London and North-Western Railway Company, the Midland Railway Company, the Manchester, Sheffield and Lincolnshire Railway Company, the North Staffordshire Railway Company, the Stafford and Uttoxeter Railway Company, and the South Yorkshire Railway and River Dnn Company, or any or either of the said Companies, on the other hand, to make and carry into effect arrangements and agreements with respect to the working and use by the said last-

named 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 Company and the above-named Companies, and the apportionment of the tolls and profits arising therefrom; and to enable the said last-named Companies, or any or either of them, to apply any portion of their income 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 said last-named Companies respectively, or any or either of them, and for securing through booking and through invoicing from, to, and over the said railways and the several stations thereon respectively, or any of them; also for fixing or ascertaining and settling, by arbitration or otherwise, the 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:

To enable the Company to make and carry into effect arrangements and agreements with the Company called or known as the Dunston and Barlow Company, with respect to the working and use, by the Company, of the railway or railways belonging to the said Dunston and Barlow Company, or with respect to the working and use, by the last named Company, of the said intended railways, or any part thereof, and with respect to the interchange of traffic passing over the respective railways of the Companies, and the apportionment of the tolls and profits arising therefrom, and to enable the Company to apply any portion of their income or capital to the purposes of any such arrangements or agreements:

To alter, amend, enlarge or repeal, so far as 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 Midland Railway Company,—that is to say, the 7 and 8 Victoria, caps. 18 and 59; 8 and 9 Victoria, caps. 38, 49, 56, 90 and 181; 9 and 10 Victoria, caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Victoria, caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Victoria, caps. 21, 88, and 131; 14 and 15 Victoria, caps. 57, 88, and 113; 16 Victoria, cap. 33; 16 and 17 Victoria, cap. 108; 19 and 20 Victoria, cap. 54; 22 and 23 Victoria, caps. 40, 130, and 136; 23 and 24 Victoria, caps. 52, 65, 66, and 67; 24 and 25 Victoria, caps. 57, 106, and 139; 25 and 26 Victoria, caps. 81 and 91; and 26 and 27 Victoria, caps. 74, 182, and 183: also the several Acts following, as well as any other Acts relating to the South Yorkshire Railway and River Dun Company, and their undertaking, namely (Local and Personal): 10 and 11 Victoria, cap. 291; 11 and 12 Victoria, cap. 65; 13 and 14 Victoria, caps. 35 and 57; 15 and 16 Victoria, cap. 153; 9 and 10 Victoria, cap. 354; 14 and 15 Victoria, cap. 46; 22 and 23 Victoria, cap. 101; 24 and 25 Victoria, cap. 169; 25 and 26 Victoria, caps. 129, 141 and 211; and 26 and 27 Victoria, cap. 146; 6 George II., cap. 9; 12 George I., cap. 38; 33 George II., cap. 11; 33 George I., cap. 20; 1 and 2 George IV., cap. 46; 7 George IV., cap. 97; and the other Acts relating to the River Dun Navigation: the 33 George III., cap. 115; 39 and 40

George III., cap. 37; and the other Acts relating to the Dearne and Dove Canal: the 55 George III., cap. 65; 11 and 12 Victoria, cap. 94; 12 and 13 Victoria, cap. 75; and the other Acts relating to the Sheffield Canal: the 33 George III., cap. 117; 38 George III., cap. 47; 49 George III., cap. 71; 12 and 13 Victoria, cap. 29; and the other Acts relating to the Stainforth and Keadby Canal: also the several Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, namely,—“The Manchester, Sheffield, and Lincolnshire Railway Act, 1849” (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; 24 and 25 Victoria, cap. 186; and 25 and 26 Victoria, caps. 91, 112, 129, 211; and any other Acts relating to that Company; also “The Trent, Ancholme, and Grimsby Railway Act, 1861” (24 and 25 Victoria, cap. 156); and also “The Barnsley Coal Railway Act, 1861” (24 and 25 Victoria, cap. 165); also the several Acts following, or some of them, relating to the North Staffordshire Railway Company, that is to say—(Local and Personal), 1 William IV., cap. 55; 9 and 10 Victoria, cap. 85; 10 and 11 Victoria, cap. 108; 11 and 12 Victoria, caps. 66 and 83; 13 and 14 Victoria, cap. 55; 17 and 18 Victoria, cap. 194; 22 and 23 Victoria, cap. 126; 23 and 24 Victoria, cap. 42; 24 and 25 Victoria, cap. 71; and 26 and 27 Victoria, cap. 158; and also “The Stafford and Uttoxeter Railway Act, 1862.”

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 duplicate plans of the lands and houses proposed to be taken for improving and widening Townhead-street aforesaid, 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 West Riding of the county of York, at his office at Wakefield; with the Clerk of the Peace for the county of Derby, at his office in Derby; and with the Clerk of the Peace for the county of Stafford, at his office in Stafford; 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, and the widening and improvement of Townhead-street aforesaid, are proposed to be made, and a like copy of the said Gazette notice will be deposited, on or before the said 30th day of November instant, with the parish clerk of each such parish at his residence, and in the case of extra-parochial places, then with the parish clerk of some adjoining parish.

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

Dated the 10th day of November, 1863.

Baxter, Rose, Norton, and Co., Victoria-street, Westminster:

Smith and Burdekin, Charles Gould, Sheffield;

Solicitors for the Bill.

Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1864.

Tottenham and Farringdon Street Railway.

(Incorporation of Company for making Railway from Northern and Eastern Railway to join the London, Chatham, and Dover Railway, at Farringdon-street; Powers to Great Eastern and Metropolitan Railway, and London, Chatham, and Dover Companies.)

NOTICE is hereby given, that it is intended to apply to Parliament, in the next session, 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 railway or some part of the railway hereinafter mentioned, with all needful works, stations, approaches, and conveniences connected therewith (that is to say):—

A railway to commence in the parish of Walthamstow, in the county of Essex, by a junction with the Northern and Eastern railway of the Great Eastern railway, at or near the mile-post indicating $7\frac{1}{2}$ miles from London, to pass thence through or into the following parishes and places, or some of them (that is to say):—Walthamstow, in the county of Essex, and Tottenham, Hackney, Upper Clapton, St. Mary Stoke Newington, St. Mary Hornsey, St. Mary Islington, and St. James and St. John Clerkenwell, St. Sepulchre and St. Bride's, in the county of Middlesex and city of London respectively, and to terminate in the said last-mentioned parish by a junction with the Metropolitan extension of the London Chatham and Dover railway, at or near the north side of Ludgate-hill.

The Bill will confer upon the Company the following among other powers:—

To cross, divert, alter, or stop up, whether temporarily or permanently, streets, roads, railways, navigations, rivers, streams, and water courses; to alter the position of gas pipes and water pipes, and particularly those of the New River Company, along whose property the railway will for some distance pass; and to alter the level and position of sewers and drains in and communicating with any street to be crossed or otherwise interfered with by the proposed railway; and to alter and otherwise interfere with the tunnel of the Regent's canal, in the parish of St. Mary Islington, where such tunnel was formerly crossed by the New River.

To purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works; and for laying pipes for the New River Company; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorize the Great Eastern Railway Company and the Metropolitan Railway Company, or either of those Companies, 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 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 authorized capitals; and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company, on the one hand, and the said Great Eastern and Metropolitan and London, Chatham, and Dover Railway Companies, 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 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.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of 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 Railways (additional powers) Act, 1863," and also of the following, and of any other Acts relating to the Metropolitan Railway Company, 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; and 26 and 27 Vict., cap. 165.

Duplicate plans and sections describing the line, situation, and levels of the proposed railway and works, and the lands, houses, and other property in or through which they 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, 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 at Chelmsford, and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green; 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 as follows:—In respect of the parishes of St. Mary Stoke Newington, and Hackney, with the clerk of the Hackney District Board of Works, at his office in the Town Hall, Church-street, Hackney; in respect of the parish of St. Mary Islington, with the clerk of the vestry of that parish, at his office in the Vestry Hall, Upper-street, Islington; and in respect of the parish of St. James and St. John Clerkenwell, with the clerk of the vestry of that parish, at his office at Rosoman-street, Clerkenwell; and in the case of any other parish, 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 12th day of November, 1863.

Baxter, Rose, Norton, and Co.,

Crowder and Maynard,

Solicitors for the Bill.

In Parliament—Session 1864.

Great Eastern Northern Junction.

(Incorporation of Company, with Powers to make Railways from the West Riding and Grimsby Railway, at Owston, Yorkshire, to the Great Eastern Railway near Long Stanton, Cambridgeshire, and Junctions with Manchester Sheffield and Lincolnshire, Great Northern, Midland, South Yorkshire, West Riding and Grimsby, and Lancashire and Yorkshire Railways; Powers to Great Eastern Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company for effecting a new line of railway communication between the Great Eastern Railway and the railways converging near Doncaster and Askern, by authorising such Company to make and maintain the following railways, or some of them, with all proper approaches, stations, works, and conveniences connected therewith respectively (that is to say):—

1. A railway (hereinafter referred to as Railway No. 1) to commence by a junction with the authorised line of the West Riding and Grimsby Railway Company, at or near a point 80 yards or thereabouts east of the point where the said railway is intended to cross the Great Northern Railway, in the parish of Owston and West Riding of the county of York, which last-mentioned point is 370 yards, or thereabouts, south of the point of Junction between the Great Northern and Lancashire and Yorkshire Railways, and to terminate by a junction with the St. Ives and Cambridge line of the Great Eastern Railway, at or near the mile post upon the said railway denoting the distance of 66 miles from London, in the parishes of Long Stanton, All Saints, Over, and Rampton, or one of them, in the county of Cambridge.

2. A railway (hereinafter referred to as Railway No. 2) to commence by a junction with railway No. 1, at or near a point about 200 yards south west from the 5th mile stone from Bawtry, on the turnpike road leading from Bawtry to Thorne, in the township of Blaxton and parish of Finningley, in the West Riding of the county of York, and to terminate by a junction with the South Yorkshire Railway, at or near Don Cottage, in the township of Balby with Hexthorpe, in the parish of Doncaster, in the West Riding of the county of York.

3. A railway (hereinafter referred to as Railway No. 3) to commence by a junction with railway No. 2, at or near a point on the road called Black-bank, about 580 yards from the south-east end thereof, at Doncaster Carr, in the parish of Doncaster, in the West Riding of the county of York, and to terminate by a junction with the Great Northern and South Yorkshire Railways, or one of them, at or near the bridge carrying the Doncaster and Sheffield turnpike road over the Great Northern line, in the parish of

Doncaster, in the West Riding of the county of York.

4. A railway (hereinafter referred to as Railway No. 4) to commence by a junction with the railway No. 1, at or near a point 400 yards, or thereabouts, eastwards of a bridge which carries the Bridal-road, known as Royalty-lane, over the Thorpe Marsh Drain, in the parish of Barnby-upon-Don, in the West Riding of the county of York, and to terminate by a junction in the parishes of Owston and Burghwallis, or one of them, in the West Riding of the county of York, with the Lancashire and Yorkshire Railway, at or near the level crossing on the same railway to the north of the point where the Great Northern Railway and the Lancashire and Yorkshire Railway unite, and which level crossing is 400 yards, or thereabouts from the said point of union, and is over the road leading from Owston to Winteringham House.

5. A railway (hereinafter referred to as Railway No. 5) to commence by a junction with the Railway No. 1, at or near the turnpike road leading from Doncaster to Thorne, at a point 280 yards, or thereabouts, to the south-west of the fourth mile stone from Doncaster, on the said road, in Long Sandal, in the parish of Doncaster, and West Riding of the county of York, and to terminate by a junction with the authorised line of the South Yorkshire Railway, session 1862 (Thorne Branch), in a field No. 26, on the deposited plans of the said railway, in the parish of Barnby-upon-Don, in the West Riding of the county of York.

6. A railway (hereinafter referred to as Railway No. 6) commencing by a junction with railway No. 1, at or near the road leading from the north end of Beckingham Village to Holmes Drain, and at or about 330 yards to the east of the main street of Beckingham, in the parish of Beckingham and county of Nottingham, and terminating by a junction with the Manchester Sheffield and Lincolnshire Railway, at or near the west end of the bridge which carries that railway over the River Trent, in the parish of Bole, in the county of Nottingham.

7. A railway (hereinafter referred to as Railway No. 7) to commence by a junction with railway No. 1, in a field known as Watson's Field, the property of Captain Hickman Bacon, in the occupation of James Drakefield, and being about 420 yards north-east from the bridge which carries the Manchester Sheffield and Lincolnshire Railway over the turnpike road from Gainsborough to Lincoln, in the parish of Gainsborough and county of Lincoln, and to terminate by a junction with the Manchester Sheffield and Lincolnshire Railway, at or near the bridge which carries that railway over the turnpike road leading from Gainsborough to Lincoln, in the parish of Gainsborough and county of Lincoln.

8. A railway (hereinafter referred to as Railway No. 8) to commence by a junction with railway No. 1, in a field known as Deep Fen Close, the property of the Governors of Christ's Hospital, London, and in the occupation of Theodore Trotter, in the parish of Skellingthorpe, in the county of Lincoln, and to terminate by a junction with the Great Northern Railway, at a point about 380 yards west of the Pyewipe Inn, in the parish of Skellingthorpe, and county of Lincoln.

9. A railway (hereinafter referred to as Railway No. 9) to commence by a junction with railway No. 1, in a field known as Eight Acre Field, and belonging to Richard Ellison, and in the occupation of John Nodon, in the parish of Skellingthorpe, and county of Lincoln, and to terminate by a junction with the Midland Railway, at or near an occupation road leading to Brayford Villa, where the Midland Railway crosses the same, and being about 540 yards west of the west end of the Midland Station covered way, in the parish of Boultham, in the county of Lincoln.

10. A railway (hereinafter referred to as Railway No. 10) to commence by a junction with railway No. 1, in a field known as Oak Tree Close, belonging to Theodore Trotter, and in the occupation of Robert Toynbee, at a point about 480 yards north-east of Bracebridge Church, and 270 yards east of the public road leading from Bracebridge to Lincoln, in the parish of Bracebridge and county of Lincoln, and to terminate by a junction with the Manchester Sheffield and Lincolnshire Railway, at a point about 30 yards east of the 40th mile post from New Holland, on the said railway, in the parish of Greetwell, in the county of Lincoln.

11. A railway (hereinafter referred to as Railway No. 11) to commence by a junction with railway No. 10, at or near a public road running through the Canwick Common, at a point about 570 yards east of the toll-gate at Bargate Bridge, in the High-street, in the city and county of Lincoln, and to terminate by a junction with the Manchester Sheffield and Lincolnshire Railway, at a point where that railway crosses the Sincil Dyke, being about 270 yards east of the High-street of Lincoln, in the parish of St. Peter at Gowts city and county of Lincoln.

12. A railway (hereinafter referred to as Railway No. 12) to commence by a junction with railway No. 1, at or near the public road leading from Marsham-lane to the road leading from Sleaford Lodge to Sleaford, and lying between Sleaford Lodge and Sleaford, and nearly parallel to the Boston Sleaford and Midland Counties Railway, and near the western end of such public road, and terminating by a junction with the Boston Sleaford and Midland Counties Railway, at or near the level crossing of the turnpike road leading from Folkingham to Sleaford across that railway.

13. A railway (hereinafter referred to as Railway No. 13) commencing by a junction with railway No. 1, at or near Tunnel Bank, and about 220 yards from the western extremity thereof, and terminating by a junction with the authorized line of the Spalding and Bourn Railway, near the point where that railway is intended to cross the Car Dyke, and which point is in the parish of Bourn, in the county of Lincoln, and near the western end of the Black Grove.

14. A railway (hereinafter referred to as Railway No. 14) commencing by a junction with railway No. 1, at or near the old River Nene, at a point 200 yards, or thereabouts, to the west of Standground Sluice, and terminating by a junction with the Peterborough and Ely line of the Great Eastern Railway, at or about 650 yards to the east of the Peterborough Station of that railway.

15. A railway (hereinafter referred to as Railway No. 15) commencing by a junction with railway No. 1, at or near a road leading

from Lodge House to Somersham, and at or near a point in the said road, situate about 550 yards north-west of the 77th mile post from London of the St. Ives and March line of the Great Eastern Railway, and terminating by a junction with the St. Ives and March line of the Great Eastern Railway, 530 yards, or thereabouts, west of the said 77th mile post.

And it is proposed by the intended Act to confer the following powers, or some of them, that is to say, powers for this Company:—

1. To run over the Manchester Sheffield and Lincolnshire and Midland Railways, from the termination of railway No. 11 to the termination of railway No. 9, and use Lincoln station of the Midland Railway Company.

2. To run over the Manchester Sheffield and Lincolnshire line from the termination of railway No. 7 to the termination of railway No. 6.

3. To run over the Great Northern Railway from the termination of railway No. 3 to the West Riding and Grimsby Railway, at the point where the same joins the Great Northern Railway, near to the High-street of Doncaster, in the parish of Doncaster and county of York, also to use the Great Northern stations in Doncaster.

4. To run over and use the West Riding and Grimsby Railway, in its entire length from the point of junction therewith to railway No. 1, as well as from the junction of railway No. 3, with the Great Northern Railway, near the High-street, in Doncaster aforesaid; also powers for the West Riding and Grimsby Railway Company to use railway No. 1 and all the other railways by the Act proposed to be made.

All which said railways will pass from, through, or into, or be situate within the parishes, townships, and extra-parochial and other places following, or some of them (that is to say):—Moss, Campsall, Burghwallis, Holme, Owston, Shaftholme, Almholme, Arksey, Thorpe in Balne, Barnby-upon-Don, Trumfleet, Streethorpe, Kirk Sandal, Stainforth, Hatfield Armthorpe, Langthwaite with Tilts, Long Sandall, Sprotborough, Balby with Hexthorpe, Loversall, Doncaster, Elmfield, Car House, Warmsworth, Rossington, Brampton, Low Ellers, High Ellers, Bessecar, Cantley, Austerfield, Blyth, Blaxton, Auckley, Finningley, in the West Riding of the county of York. Blaxton, Auckley, Finningley, Austerfield, Blyth, Misson, Gringley-on-the-Hill, West Stockwith, Misterton, Owston, Walkeringham, Beckingham, Saundby, Bole, West Burton, and Littleborough, in the county of Nottingham; Lincoln, St. Nicholas, St. Peter in Eastgate, St. Peter at Gowts, St. Peter at Arches, St. Margaret in the close, St. Swithin, St. Mary-le-Wigford, St. Benedict, St. Botolph, St. Paul, St. Michael on the Mount, St. John in Newport, St. Martin, St. Mary Magdalen in the Bail, St. Ann, St. Mark in the city of Lincoln, Castle Dykings, County Lunatic Asylum, Lincoln Castle Prison, Canwick Common, South Common, Monk's Lees, Monk's Liberty, Monk's Abbey—Extra-parochial. Misson, Owston, Wroot, Haxey, Westwoodside, Walkerith, East Stockwith, Morton, Gainsborough, Somerby, Little Corryingham, Great Corryingham, Springthorpe, Sturgate, Heapham, Kexby, Upton, Knaith, Lea, Willingham, Fillingham, Coates, Marton, Normanby-by-Stowe, Normanby, Stowe, Gate Burton, Cammeringham, Thorpe-in-the-Fallows, Scampton, Broxholme, South Carlton, North Carlton, Burton, otherwise Burton-by-Lincoln, Saxilby, Greetwell, in the parts of Lindsey, in the county of Lincoln, Skelling-

thorpe, Boultham, Heighington, Washingborough, Canwick Branston, Bracebridge, South Hykeham, North Hykeham, Waddington, More, Harmston, Aubourn, Coleby, Boothby, Graffoe with Somerton Castle, Boothby, Blankney, Scopwick, Navenby Temple High Grange, Temple Bruer, Wellingore, Dunsby, Brauswell otherwise Brauncewell, Ashby-de-la-Laund, Bloxholm, Cranwell, Roxholm otherwise North Leasingham, Leasingham, South Rauceby, North Rauceby, Evedon, Kirby Laythorpe, otherwise Kirby le Thorpe, Holdingham, New Sleaford, Old Sleaford Quarrington, Sleaford in the parts of Kesteven, in the county of Lincoln, North Hykeham, otherwise North Hyckham, Bracebridge, Mere, Waddington and Harmston, in the city of Lincoln and county of the same city, Ruskington, Marsham, Silk Willoughby, Burton, Pedwardine, Scredington, Aswarby, Osbournby, Spanby, Threkingham with Stow, Swaton, Horbling, Billingborough, Falkingham otherwise Folkingham, Laughton, Sempringham otherwise Sempringham Cum Pointon, Birthorp, Pointon, Aslackby with Millthorpe, Dowsby with Graby, Rippongale with Ringston, Dunsby, Haconby with Stensfield, Morton with Hanthorpe, Dyke and Crawthorpe, Bourn, Hamlet of Northorpe, Thnrby, Hamlet of Obthorpe, Baston, Langloft, Town Gate Market Deeping, Deeping St. James, and Frognaill, in the parts of Kesteven, in the county of Lincoln; Maxey, Hamlet of Deeping Gate, Northborough, Etton, Peakirk, Helpstone, Ginton, Borough Fen, Newborough, Marholm, Werrington, Gunthorpe, Paston, Walton, Hamlet of New England, Hamlet of Dodsthorpe otherwise Dogsthorpe, Hamlet of Newark, Hamlet of Eastfield, St. Mark, St. Mary, the Minster Close Precincts, St. John the Baptist and Peterborough, in the county of Northampton; Fletton, Standground, Farcet, Standground cum Farcet Holme, Upwood, Ramsey, Bury, Wistow, Warboys, Fenton, Pidley, Somersham, Colne, Bluntisham, and Earith, in the county of Huntingdon; Standground, Whittlesea, Whittlesea St. Mary and Whittlesea St. Andrew, in the Isle of Ely and county of Cambridge, Over, Whillingham, Rampton, Swavesey, St. Michael's, All Saints, and Long Stanton, in the county of Cambridge.

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 railway approaches, stations, works, and conveniences, and other purposes of the said Act; also powers for the purchase of lands and buildings by agreement; also powers of deviation from the line and levels of the proposed railway as shown on the plan and section hereinafter referred to, and to stop up, remove, 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, 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 it is proposed by the intended Act to authorize the Great Eastern Railway Company to subscribe funds towards and hold shares in the proposed undertaking, and to guarantee interest or dividends on all or any moneys to be expended thereon, whether raised by the creation of shares or stock or by loan or otherwise, and to run over and use with their engines and carriages of every description and works the traffic upon all or any of the proposed railways, and the stations, works, and conveniences connected therewith, and to authorise the agreements between the Company to be incorporated by the intended Acts, and the Great Eastern Railway Company, with respect to the several matters aforesaid, or any of them, and also with respect to the collecting, receiving, transmitting, and forwarding of traffic for, from, to, and over their respective systems of railways and otherwise, with respect to their respective undertakings, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to authorise the Great Eastern Railway Company to raise money by the creation of guaranteed preference debenture or ordinary shares or stock, or by mortgage or otherwise, and to apply their corporate funds to all or any of the purposes authorised by the intended Act, and to amend certain of the provisions of the several local and personal Acts of Parliament following relating to the Great Eastern Railway Company, that is to say, "The Great Eastern Railway Act, 1862;" "The Eastern Counties Railway (Epping Lines) Act, 1862;" "The Great Eastern Railway (additional powers) Act, 1863;" "The Great Eastern Railway (steam boats) Acts, 1863;" and "The Eastern Union Railway Act, 1862;" "The Manchester Sheffield and Lincolnshire Railway Act, 1849;" and all other Acts relating to that Company; "The Act 7 and 8 Vic., cap. 18, relating to the Midland Railway Company, and all other Acts relating to that Company;" "The Great Northern Railway Act, 1846," and all other Acts relating to that Company; and "The West Riding and Grimsby Railway Act, 1862."

And notice is hereby also given, that a plan or section in duplicate of the intended railways and of the lands to be taken under the compulsory powers of the Act, a book of reference to the plan containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, 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 of the county of Huntingdon, at his office, in Huntingdon; and with the Clerk of the Peace of the county of Cambridge, at his office, in Cambridge; with the Clerk of the Peace of the Isle of Ely, in the county of Cambridge, at his office, in Wisbeach; with the Clerk of the Peace of the county of Northampton, at his office in Northampton; with the Clerk of the Peace of the liberty of Peterborough, at his office, in Peterborough; with the Clerk of the Peace of the Holland division of the county of Lincoln, at his office, in Boston; with the Clerk of the Peace of the Kesteven division of the county of Lincoln, at his office, in Sleaford; with the Clerk of the Peace of the Lindsey division of the county of Lincoln, at his office, in Spilsby; with the Clerk of the Peace of the county of the city of Lincoln, at his office, in Lincoln; with the Clerk of the Peace for the county of Nottingham, at his office, in Newark; and with the Clerk of the Peace of the West Riding of the county of York, at his office, in Wakefield; and that so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place in which any part of the railway or the lands to be taken under the compulsory powers of the Act, is or may be situate, will be de-

posited, 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 first day of December next, and will be accompanied by a copy of this Notice; and that copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated the 12th day of November, 1863.

Baxter, Rose, Norton, and Co.;

Crowder, Maynard, and Co.;

Solicitors for the Bill.

In Parliament—Session 1864.

Metropolitan District Railways.

- (1. Railways to complete an Inner Circle of Railways within London, north of the Thames;
2. Railways to form an Outer Circle round the Metropolis north and south of the Thames, connected with existing Railways: Powers over certain Railways; Arrangements with Metropolitan and other Railway Companies.)

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 (subject to certain restrictions, to be contained in the Bill, as to the periods of constructing the works) the railways hereinafter mentioned, or some or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):

Railway No. 1 (Main Outer Circle).—Commencing by a junction with the London, Chatham, and Dover Railway at the Wandsworth-road station, in the parish of Holy Trinity, Clapham, in the county of Surrey, and terminating at or near the Gloucester-road, about sixty yards south of the Cromwell-road, in the parish of Saint Mary Abbott, Kensington, in the county of Middlesex;

Railway No. 2 (Crystal Palace Junction).—Commencing by a junction with Railway No. 1 under the West London Extension Railway at or near the bridge which carries the said West London Extension Railway over Latchmere-lane, in the parish of Saint Mary, Battersea, in the county of Surrey, and terminating by a junction with the said West London Extension Railway near the Clapham Junction station, in the same parish and county;

Railway No. 3 (West London Extension Junction).—Commencing by a junction with Railway No. 1 at a point about four hundred and thirty yards east of the bridge which carries the South-Western and West End of London and Crystal Palace Railways over the line of the West London Extension Railway leading to the Victoria Station, in the said parish of Saint Mary, Battersea, and terminating by a junction with the said line of the said West London Extension Railway about one hundred and sixty yards east of the last-mentioned bridge, in the same parish;

Railway No. 4 (West London Extension Junction).—Commencing by a junction with Railway No. 1, at about one hundred yards west of the said last-mentioned bridge, in the said parish of Saint Mary, Battersea, and

terminating by a junction with the said line of the said West London Extension Railway, at one hundred and sixty yards east of the bridge referred to in Railway No. 3 in the same parish;

Railway No. 5 (Junction Spur).—Commencing by a junction with Railway No. 1, at or near a point in Selwood-lane, about seventy yards south of Old Brompton-road, in the parish of Saint Mary Abbott, Kensington, and terminating at or near a point midway between Alfred-place West and Pelham-road, and one hundred yards east of their junction with the Old Brompton-road, in the same parish;

Railway No. 6 (Main Outer Circle).—Commencing by a junction with Railway No. 1 in Gloucester-road, and terminating about one hundred yards south of High-street, Notting-hill, between James-street and New-street, in the parish of Saint Mary Abbott, Kensington;

Railway No. 6a (Junction Spur).—Commencing by a junction with Line No. 1, at or near a point in Gloucester-road, sixty yards south of Cromwell-road, in the said parish of Saint Mary Abbott, Kensington, and terminating at or near the point midway between Alfred-place West and Pelham-place, referred to in Railway No. 5;

Railway No. 7 (West London Junction).—Commencing by a Junction with Railway No. 6, at a point near the north-east corner of the Saint Margaret and Saint John, Westminster, Union Workhouse, in the parish of Saint Mary Abbott, Kensington, and terminating by a junction with the West London Railway at a point about sixty yards south of the Richmond-road, in the parishes of Saint Mary Abbott, Kensington and Fulham, in Middlesex;

Railway No. 8 (Junction Spur).—Commencing by a junction with Railway No. 7, at or near a point in the Warwick-road, three hundred yards or thereabouts north of the said Richmond-road, in the parish of Saint Mary Abbott, Kensington, and terminating by a junction with the West London Railway, six hundred yards north of the said Richmond-road, in the parishes of Saint Mary Abbott, Kensington, and Fulham aforesaid;

Railway No. 9 (Junction Spur).—Commencing by a junction with Railway No. 6, at about seventy yards north-west of the point where Cromwell-road and Red Field-lane unite, in the parish of Saint Mary Abbott, Kensington, and terminating by a junction with Railway No. 7, at a point about forty yards north of the said Red Field-lane, and four hundred and fifty yards west of its junction with Cromwell-road aforesaid, in the same parish;

Railway No. 10 (Main Outer Circle).—Commencing by a junction with Railway No. 6, at its termination between Saint James-street and New-street aforesaid, and terminating at about one hundred and sixty yards east of the point where Sidney-road and High-street meet at Hackney Wick, in the parish of Saint John, at Hackney, in Middlesex;

Railway No. 11 (Hammersmith Railway Junction).—Commencing by a junction with Railway No. 10, at or near the Green-lane bridge of the Great Western Railway, in the parish of Paddington, in Middlesex, and terminating by a junction with the Hammersmith and City Junction Railway at the

- Ladbroke-road, in the parish of Saint Mary Abbott, Kensington;
- Railway No. 12 (Great Western Junction).—Commencing by a junction with Railway No. 10, at or near the Harrow-road, at its junction with the Woodfield-road, in the parish of Paddington, and terminating by a junction with the Great Western Railway, at about two hundred and fifty yards north-west of Portobello Bridge, in the parish of Saint Mary Abbott, Kensington;
- Railway No. 13 (London and North-Western Junction).—Commencing by a junction with Railway No. 10 at a point eighty yards south of Chichester-road, and about seventy yards west of Cambridge-road, in the parish of Willesden, in Middlesex, and terminating at the Kilburn Station of the London and North-Western Railway in the parish of Saint John, Hampstead, in Middlesex;
- Railway No. 14 (London and North-Western Junction).—Commencing by a junction with Railway No. 10, at or near a point in the Edgware-road about eighty yards north-west of the said London and North-Western Railway, in the parish of Saint John, Hampstead, and terminating by a junction with the said London and North-Western Railway at about eight hundred yards south-west of the said Edgware-road, in the parish of Willesden;
- Railway No. 15 (Midland Extension to London Junction).—Commencing by a junction with Railway No. 10, at a point one hundred and fifty yards east of Kilburn-lane, and six hundred yards south of the bridge which carries the Hampstead and City Junction Railway over the said Kilburn-lane, in the parish of Saint John, Hampstead, and terminating by a junction with the authorized line of the Midland Railway (Extension to London), about six hundred and sixty yards west of the said bridge in the said parish;
- Railway No. 16 (Midland Extension to London Junction).—Commencing by a junction with Railway No. 10, at the Finchley-road, at one hundred and twenty yards east of the Finchley-road station of the Hampstead and City Junction Railway, in the parish of Saint John, Hampstead, and terminating by a junction with the said authorized line of the Midland Railway (Extension to London) at Kilburn-lane, in the same parish;
- Railway No. 17 (Hampstead and City Junction, at Finchley-road).—Commencing by a junction with Railway No. 10, at two hundred yards south-east of the said bridge carrying the Hampstead and City Junction Railway over the said Kilburn-lane, in the parish of Saint John, Hampstead aforesaid, and terminating at the Finchley-road station aforesaid, in the same parish;
- Railway No. 18 (Midland Extension to London Junction).—Commencing by a junction with Railway No. 10, about one hundred and forty yards east of the said Kilburn-lane, and two hundred and thirty yards south-east of the said bridge over Kilburn-lane, and terminating by a junction with the said authorized line of the Midland Railway (Extension to London), about one hundred and sixty yards west of the said Finchley-road, in the same parish;
- Railway No. 19 (Hampstead and City Junction, Kentish Town).—Commencing by a junction with Railway No. 10, about two hundred yards west of the point where the Junction-road meets the Kentish Town-road, in the parish of Saint Pancras, Middlesex, and terminating at the Kentish Town station of the Hampstead and City Junction Railway, in the same parish;
- Railway No. 20 (Great Northern Junction).—Commencing by a junction with Railway No. 10, forty yards south of Medina-place, in the parish of Saint Mary, Islington, Middlesex, and terminating by a junction with the Seven Sisters' station of the Great Northern Railway, in the same parish;
- Railway No. 21 (Great Northern Junction).—Commencing by a junction with Railway No. 10, at a point seventy yards east of Ambler's-road, and two hundred yards south of the point where the said road joins Blackstock-lane, in the parish of Saint Mary, Islington, and terminating by a junction with the said Seven Sisters' station of the Great Northern Railway, in the same parish;
- Railway No. 21a (Great Eastern Junction).—Commencing by a junction with Railway No. 10, in Lordship-road, at or near the point where the Manor-road unites with the same, in the parish of Stoke Newington, in Middlesex, and terminating at a point about four hundred yards west of the Infant Orphan Asylum, Stamford-hill, in the parish of Saint John, at Hackney;
- Railway No. 22 (Great Eastern Junction).—Commencing by a junction with Railway No. 10, at its termination in Hackney Wick aforesaid, and terminating by a junction with the Stratford branch of the Great Eastern Railway, at a point about seventy yards east of the Chapman-road, in the parish of Saint John, at Hackney;
- Railway No. 23 (North London Junction).—Commencing by a junction with Railway No. 10, at its termination in Hackney Wick aforesaid, and terminating at the Hackney Wick station of the North London Railway, in the parish of Saint John, at Hackney;
- Railway No. 24 (North London Junction).—Commencing by a junction with Railway No. 25, next hereinafter described, at about one hundred yards north of the bridge which carries the North London Railway over Sir George Duckett's Canal, in the parish of Saint Mary, Stratford-le-Bow, in Middlesex, and terminating at the Hackney Wick station aforesaid;
- Railway No. 25 (Main Outer Circle).—Commencing by a junction with Railway No. 10, at its termination at Hackney Wick aforesaid, and terminating by a junction with the Great Eastern Railway, at about four hundred and seventy yards west of the bridge carrying the same over the said North London Railway, in the said parish of Saint Mary, Stratford-le-Bow;
- Railway No. 26 (Main Outer Circle).—Commencing by a junction with Railway No. 25, in the Tredegar-road, at about one hundred yards west of the said North London Railway, in the same parish of Saint Mary, Stratford-le-Bow, and terminating by a junction with the authorized line of the London, Brighton, and South Coast Railway, at about one hundred yards north of the Old Kent-road, in the parish of Saint Giles, Camberwell, in the county of Surrey;
- Railway No. 27 (Great Eastern Junction at Bow).—Commencing by a junction with Railway No. 26, at a point about seventy yards south of the Bow-road and sixty yards west of the Bow station of the Blackwall Extension Railway, in the parish of Saint

Leonard Bromley, in Middlesex, and terminating at the point of junction of the said Great Eastern Railway and the said Blackwall Extension Railway by a junction therewith in the said parish of Saint Mary Stratford-le-Bow;

Railway No. 28 (North London, Blackwall Junction).—Commencing by a junction with Railway No. 26, at a point about one hundred and forty yards north-east of the north-east corner of the Great Central Gas Works and two hundred yards south-east of the junction between the London, Tilbury, and Southend, and the Blackwall Extension Railway, in the parish of Saint Leonard Bromley, and terminating by a junction with the said North London Railway at the bridge carrying the same over the Limehouse Cut, in the same parish;

Railway No. 29 (London, Brighton, and South Coast Junction).—Commencing by a junction with Railway No. 26, at a point over the London, Brighton, and South Coast Railway, two hundred and thirty yards south-east of the bridge carrying the same over the Grand Surrey Canal, in the parish of Saint Paul Deptford, in the said county of Kent, and terminating at the New Cross station of the said London, Brighton, and South Coast Railway, in the same parish and county;

Railway No. 30 (London, Brighton, and South Coast Junction).—Commencing by a junction with Railway No. 26, at or near a point over the South-Eastern Railway one hundred and eighty yards north-west of the bridge carrying the same over the Grand Surrey Canal, in the said parish of Saint Paul Deptford, and terminating by a junction at the New Cross station aforesaid, in the same parish;

Railway No. 31. (South-Eastern Junction).—Commencing by a junction with Railway No. 26, at or near a point over the South-Eastern Railway, one hundred and eighty yards north-west of the bridge carrying the same over the Grand Surrey Canal, in the said parish of Saint Paul Deptford, and terminating at the New Cross station of the said South-Eastern Railway in the same parish;

Railway No. 32 (Main Inner Circle, Brompton to Westminster-bridge).—Commencing by a junction with Railway No. 5, at the termination thereof, and terminating at or near Bridge-court, about forty yards east of Cannon-row, Westminster, in the parish of Saint Margaret Westminster (it is intended also to construct, in connection with this railway, a covered way or approach between the station at or near Westminster-bridge and the houses of Parliament);

Railway No. 33 (Main Inner Circle, Westminster-bridge to Cannon-street).—Commencing by a junction with Railway No. 32, at its termination in Saint Margaret Westminster, and terminating at or near Turnwheel-lane, about twenty yards south of Cannon-street, in the parish of Saint Mary Bothaw, in the city of London;

Railway No. 34 (Main Inner Circle, Cannon-street to Fenchurch-street).—Commencing by a junction with Railway No. 33, at its termination near Turnwheel-lane aforesaid, and terminating at or near the point where the Blackwall Railway crosses Vine-street, in the parish of Saint Botolph without Aldgate, in the city of London;

The said railway, junctions, and works constituting the Outer Circle, will be situated

in the following parishes, namely:—Holy Trinity Clapham, Saint Mary Battersea, in Surrey; across the Thames, Saint Luke's, Chelsea, Saint Mary Abbott Kensington, Fulham, Paddington, Willesden, Saint John Hampstead, Saint Pancras, Saint Mary Islington, Hornsey, Stoke Newington, Saint John at Hackney, Saint Mary Stratford-le-Bow, Stepney, Saint Leonard Bromley, Saint Anne Limehouse, in Middlesex; across the Thames, Rotherhithe in Surrey; Saint Paul Deptford in Kent; and Camberwell in Surrey;

The railway and works completing the Inner Circle will be situated in the following parishes, liberties, and places, or some of them, namely:—Saint Mary Abbott Kensington, Saint Luke Chelsea, Saint George Hanover-square, Saint Margaret Westminster, Saint John the Evangelist Westminster, the bed of the Thames, Saint Martin in the Fields, Saint John the Baptist Savoy, Saint Mary-le-Strand, Saint Clement Danes, in the county of Middlesex; Middle Temple, Inner Temple, Precinct of Whitefriars, Saint Bride, Precinct of Bridewell, Saint Ann Blackfriars, parish and precinct, Saint Andrew by the Wardrobe, Saint Benet Paul's Wharf, Saint Peter near Paul's Wharf, Saint Mary Magdalen, Old Fish-street, Saint Mary Mount-haw, Saint Nicholas Cole Abbey, Saint Margaret Moses, Saint Mildred Bread-street, Saint Nicholas Olave, Holy Trinity the Less, Saint James Garlick Hythe, Saint Mary Aldermary, Saint Antholin, Saint Thomas Apostle, Saint Michael Paternoster Royal, Saint John the Baptist upon Walbrook, Saint Mary Bothaw, Saint Swithin London-stone, Allhallows the Less, Allhallows the Great, Saint Mary Abchurch, Saint Lawrence Pountney, Saint Martin Orgars, Saint Martin Ongar, Saint Michael Crooked-lane, Saint Clement Eastcheap, Saint Margaret New Fish-street, Saint Leonard Eastcheap, Saint George Botolph-lane, Saint Andrew Hubbard, Saint Mary at Hill, Saint Dunstan in the East, Saint Botolph, Saint Botolph without Aldgate, Saint Olave Hart-street, Allhallows Barking, and Allhallows Staining, in the city of London; Allhallows Barking, the Precinct of the Tower, the Back Precinct of Saint Katherine and the Holy Trinity Minorities, in the county of Middlesex and the city of London, or one of them;

A road or communication in the parish of Saint Mary Abbott Kensington, in the county of Middlesex, commencing at and out of Cromwell-road, opposite or nearly opposite to the junction therewith of Exhibition-road, and terminating at or near Alfred-place West;

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, streets, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railways and works, and to levy tolls, rates, and charges in respect thereof, and to confer on the Company other rights and privileges;

To enable the Company, on the one hand, and the railway Companies having termini constructed or authorized to be constructed within the Metropolis, or any of such railway 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 the Bill will, so far as is necessary for this purpose, extend the statutory powers of the said railway Companies;

To enable the Company, and the Metropolitan Railway Company, to enter into similar contracts not only with respect to the undertaking proposed to be authorized by the Bill, but also with respect to the undertaking of the Metropolitan Railway Company;

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):—

So much of the London, Brighton, and South Coast Railway as lies between the intended junction therewith of the Railway No. 26 and the junction of the London, Brighton, and South Coast Railway with the London, Chatham, and Dover Railway at the Loughborough-road, Brixton:

So much of the London, Chatham, and Dover Railway as lies between the said point of junction and the proposed junction with the last-named railway of the Railway No. 1 hereinbefore described;

So much of the extension of the West London Railway as lies between its junction with the London and South-Western Railway in the parish of Saint Mary Battersea and Earl's Court in the parish of Brömpton:

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, so far as it is necessary for the purposes aforesaid, amend and enlarge the powers and provisions of "The Thames Embankment Act, 1862;" "The Metropolis Improvement Act, 1863;" and of the Acts relating to the London, Brighton, and South Coast Railway Company, the London, Chatham, and Dover Railway Company, and the West London Railway Company:

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a

book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the lines of railway delineated thereon, so as to show their general course and direction; and a copy of this notice will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for Middlesex, at his office at the Sessions House, Clerkenwell; with the Clerk of the Peace for the city of London, at his office at the Old Bailey, in the said city; with the Clerk of the Peace for Kent, at his office at Maidstone; and with the Clerk of the Peace for Surrey, at his office in Lambeth; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to 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 as follows: in the case of such of the parishes as are included in schedule (A) to "The Metropolis Local Management Act, 1855," with the clerk of the vestry of each such parish, at his office; in the case of such of the parishes as are included in schedule (B) to the said Act, with the clerk of the district board in which each such parish is situate; in the case of such of the parishes as are in the city of London, or are not included in the before-mentioned schedules (A) and (B) 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 twenty-third day of December next.

Dated this 12th day of November, 1863.

Baxter, Rose, Norton, and Co.;
Burchells;

Solicitors for the Bill.

Wolverhampton and Bridgnorth Railways, connecting the High and Low Level Stations, at Wolverhampton.

(Incorporation of Company; Power to make Railways from Bridgnorth to the Shrewsbury and Birmingham Railway, at Wolverhampton, and to the Grand Junction Railway of the London and North-Western Railway, at Bushbury; Running Powers over the Railways of the Great Western Railway Company, London and North-Western Railway Company, and the Severn Valley Railway Company, in the counties of Salop and Stafford; Powers to the last-mentioned Companies to subscribe to and work the Railways; Agreements between the said Companies as to Construction, Working, and Transmission of Traffic; 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 following, or some of them, that is to say:—

1. To incorporate a Company (herein called "The Company") and to enable the Company to make and maintain the following works, with all conveniences, that is to say:—

(1.)—A railway, commencing by a junction with the Severn Valley Railway in the parish of Astley Abbots, near Bridgnorth, in the county of Salop, at a point 139 yards, or thereabouts, to the southward of the 19½ mile-post of the

last-mentioned railway, and passing from, through, and into the several parishes, townships, extra-parochial, and other places following, namely: Astley, otherwise Astley Abbots, Ackleton, Allscott, Barnsley, Bentley, Bromley, Bradney, Burcote, Chesterton, Cranmere, Catstree, Ewdness, Fengate, Hilton, Hoccum, Hallon, Hartlebury, Kingslow, Little Gane, Oldington, Newton, Roughton, Rindleford, Rowley, Stanmore, Stableford, Swanscote, Worfield Wheel Green, Wyken, Worfield, Badger, Rudge, and Pattingham, in the county of Salop, and Pattingham, Billbrooke, Compton, Pirton, Pendeford, Trescott, Tettenhall Regis, Tettenhall Clerico-rum, The Wergs, Wrottesley, and Wightwick, in the county of Stafford, and terminating by a junction with the Shrewsbury and Birmingham Railway of the Great Western Railway Company, on the north side of the public highway road bridge, at Little Barnhurst, in the parish of Tettenhall, in the county of Stafford.

(2).—A railway, commencing in the parish of Tettenhall, in the county of Stafford, by a junction, with the first-mentioned railway, in an arable field, near Palmer's Cross, belonging to William Fleeming Fryer, and in the occupation of Benjamin Fleeming, described in the parish map of Tettenhall as No. 1,161, and terminating by a junction with the Grand Junction Railway of the London and North Western Railway Company, in the parish of Bushbury, in the county of Stafford, at a point 693 yards, or thereabouts, to the north-west of the junction of the said Grand Junction Railway, with the Stour Valley Railway of the London and North-Western Railway Company, and which said railway will pass from, through, and into the parishes, townships, townlands, and extra-parochial, or other places of Tettenhall and Bushbury, in the county of Stafford, which said railways are hereinafter called "The Railway."

2.—To enable the Company to form junctions with any other railways, which now are, or which during the ensuing session of Parliament may be sanctioned, upon the line, or course of the railway, and to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, pipes, sewers, navigations, watercourses, bridges, railways, and tramroads, within or adjoining the parishes, townships, and extra-parochial, and other places aforesaid, or any of them, as it may be necessary or desirable to interfere with for the purposes of the railway, or of the intended Act.

3.—To purchase, and take by compulsion, and also by agreement, lands, houses, tenements, frontages, easements, and hereditaments for the purposes of the railway, and to vary and extinguish all rights and privileges in any manner connected with the lands, houses, tenements, frontages, easements, and hereditaments so purchased, and to confer, vary, or extinguish other rights and privileges.

4.—To levy tolls, rates, and duties, upon, or in respect of, the railway, and to confer exemptions from the payment of such tolls, rates, and duties, and to vary the existing tolls, rates, and duties of the Great Western Railway, the London and North Western Railway, and the Severn Valley Railway Companies, or any, or either of them.

5.—To empower the Company and all persons and corporations lawfully using the railway, or any part thereof respectively, their officers and servants, to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic, upon such terms and conditions as in default of agreement 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 Great-Western Railway Company, the London and North-Western Railway Company, and the Severn Valley Railway Company, in the counties of Salop and Stafford, or any of them; and to levy tolls, rates, and duties in respect of passengers and traffic conveyed thereon, and to empower the Company to exercise 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 railway, or to or over the railways of the Great Western Railway Company, the London and North Western Railway Company, and the Severn Valley Railway Company, in the said counties; 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, accommodation, protection, and transmission are to be afforded or effected.

6.—To empower the company, and the Great Western Railway Company, the London and North-Western Railway Company, and the Severn Valley Railway Company, or either of them, to enter into and carry into effect, contracts and agreements for or with reference to the construction, maintenance, working, and user by the said last-mentioned companies, any or either of them, of the railway, the supply and maintenance of engines, carriages, stock, and plant for the same, the fixing, collection, division, appropriation, and distribution of the tolls and other income, and the profits arising therefrom, and to enable the same companies, or either of them to become shareholders in, and to subscribe capital towards the railway, and to appoint directors in the company, and to authorise the same companies, 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.

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

8.—To alter, amend, extend, and enlarge or repeal, so far as may be necessary, some of the powers and provisions of the following Acts, namely:—

Local and personal Acts relating to the Great Western Railway Company, viz., 5 and 6 William 4, cap. 107; 6 William 4, caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837) and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., (Sess. 2), cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 69; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 318, 315, 326, 335, 337, 338, 369, 383, and 402; 10 and 11 Vic., caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130,

131, 133, 135, 158, and 159; 12 and 13 Vic., caps. 6, 7, 55, and 85; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 117, 125, 133, 140, 145, 146, 147, 165, and 168; 16 and 17 Vic., caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, 69, 102, and 139; 18 and 19 Vic., caps. 98, 172, and 191; 19 and 20 Vic., caps. 109, 123, 132, 126, and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, and 158; 21 and 22 Vic., caps. 30, 139, and 143; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 40, 64, 76, 105, 120, 134, and 138; 23 and 24 Vic., caps. 49, 69, 196, and 11; 24 and 25 Vic., caps. 134, 212, 81, 204, 164, 86, and 32; 25 and 26 Vic., caps. 127 and 196; 26 and 27 Vic., caps. 113, 151, and 198.

Local and personal Acts relating to the West Midland Railway, namely, 8 and 9 Vic., cap. 84; 9 and 10 Vic., caps. 278 and 303; 10 and 11 Vic., caps. 86 and 177; 11 and 12 Vic., caps. 59 and 133; 13 and 14 Vic., cap. 110; 15 and 16 Vic., cap. 145; 16 and 17 Vic., caps. 170, 179, 184, and 212; 17 and 18 Vic., caps. 207 and 209; 18 and 19 Vic., cap. 181; 19 and 20 Vic., caps. 126 and 137; 20 and 21 Vic., cap. 119; 21 and 22 Vic., caps. 123 and 126; 22 and 23 Vic., caps. 17, 76, and 81; 23 and 24 Vic., caps. 94, 82, 76, and 81; 24 and 25 Vic., cap. 212; 25 and 26 Vic., caps. 168 and 183; 26 and 27 Vic., caps. 113 and 136.

Also local and personal Acts relating to the Severn Valley Railway, namely, 16 and 17 Vic., cap. 227; 18 and 19 Vic., cap. 183; 19 and 20 Vic., cap. 111; 21 and 22 Vic., cap. 135; 23 and 24 Vic., cap. 76; 24 and 25 Vic., cap. 212; 25 and 26 Vic., caps. 183 and 168.

Also the local and personal Acts relating to the Severn Navigation, namely, 5 and 6 Vic., cap. 4; 7 and 8 Vic., cap. 10; 9 and 10 Vic., cap. 291; 16 and 17 Vic., cap. 47; 19 and 20 Vic., cap. 131; 6 and 7 Vic., cap. 5; 23 and 24 Vic., cap. 108.

Also local and personal Acts relating to the London and North Western Railway, namely, 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, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 53, 60, 130, and 136; 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; 22 and 23 Vic., caps. 130, and 131, 1, 2, 5, 88, 113, 124, 126, 128, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 219, 208, 123, 110, 130, 44, 128, 223, 60, and 23; 25 and 26 Vic., caps. 208, 209, 198, 86, 66, 55, 104, and 98; 26 and 27 Vic., caps. 217, 5, 152, and 177.

On or before the 30th day of November instant, plans and sections of the railway, with a book of reference to such plans, and a published map with the lines of the railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, in the said county, and with the Clerk of the Peace for the county of Stafford, at his office at Staf-

ford; and on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the railway 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, namely, in the case of any parish, with the parish clerk, at his abode, and in the case of each extra-parochial place, with the parish clerk of some parish adjoining thereto, at his place of abode.

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

Dated this 10th day of November, 1863.

Henry Heane, Newport,
Salop, and 12, Regent-
street, London, S.W.;
H. and J. E. Underhill,
Wolverhampton;
Fearon and Clabon, Great George-street,
Westminster, London; Parliamentary
Agents.

Solicitors
for the Bill.

Exe Valley Railway.

(Incorporation of Company; Powers to construct Railways between the Exeter and Crediton Railway, near Exeter and Dulverton and Tiverton; Running Powers over the Exeter and Crediton and Bristol and Exeter Railways; Working Arrangements with the London and South Western and the Exeter and Crediton and Bristol and Exeter Railway Companies; Tolls; 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 purposes, or some of the purposes following (that is to say):—

To incorporate a Company for making and maintaining the railways hereinafter mentioned, or some of them, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works (that is to say):—

First.—A railway (No. 1) commencing in the parish of Newton Saint Cyres, in the county of Devon, by a junction with the Exeter and Crediton Railway, at a point on that railway 200 yards or thereabouts to the east of the post indicating the distance of one mile and the half of a mile from the junction of that railway with the Bristol and Exeter Railway, and terminating in the parish of Tiverton, in the said county of Devon, in and on the south side of the turnpike-road leading from Tiverton to the place known as Seven Crosses, at a point distant four chains or thereabouts measured along that road to the eastward of a turnpike-gate called Cottey-House Gate on that turnpike-road, which said intended railway (No. 1) will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say): Newton Saint Cyres, Huxham, Rewe, Stoke Cannon, Upexe, Netheraxe, Shrobrook, Upton Helliions, Upton Pyne, Bramford Speke, Stockleigh Pomeroy, Thorverton, Silverton, Cheriton Fitzpaine, Stockleigh English, Cadbury, Cadeleigh, Halberton, Butterleigh, Bickleigh, Tiverton, St. Paul's Tiverton, all in the county of Devon.

Secondly.—A railway (No. 2) wholly in the parish of Tiverton aforesaid, commencing by a junction with the intended railway (No. 1) at the point of the intended termination thereof, as above described, and terminating in and on the south side of the road in the village of Bolham leading from

Moorheys and Knightseys, in the parish of Tiverton aforesaid, at a point distant from the chapel in the said village 70 yards or thereabouts measured along the said road to the eastward.

Thirdly.—A railway (No. 3) commencing in the parish of Tiverton aforesaid by a junction with the intended railway (No. 2) at the point of the intended termination thereof as above described, and terminating in the parish of Dulverton, in the county of Somerset, in a meadow called the Higher Millham, belonging to Thomas Pearse, and now or late in the occupation of George Kingdom, lying immediately to the south of the Independent Chapel at Dulverton aforesaid, and abutting towards the east on an occupation road or lane called Millham-lane, which said intended railway (No. 3) will be made or pass from, in, through, or into the parishes, townships, and places of Tiverton, Saint Paul's Tiverton, Calverleigh, Washfield, Stoodley, Oakford, Highley Saint Mary, Huntsham, Shillingford, Clayhanger, Bampton, and Morebath, all in the county of Devon, and Brushford, Skilgate, and Dulverton, all in the county of Somerset.

Fourthly.—A railway (No. 4) wholly in the parish of Tiverton aforesaid, commencing by a junction with the intended railway (No. 3), at the point of its intended commencement as above described, and terminating on the south side of the turnpike-road leading from Tiverton through Halberton to Wellington, in the county of Somerset (and which road immediately adjoins the Tiverton Branch of the Bristol and Exeter Railway), at a point distant 229 yards or thereabouts from and to the westward of the turnpike-gate called Horsdon Gate, on the last-mentioned turnpike-road.

And it is intended by the Bill to confer upon the Company to be thereby incorporated (herein called "the Company") all necessary powers for effecting the objects, or some of the objects, following, that is to say:

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.

To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads within the parishes, townships, 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 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 to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill to empower the Company, either by agreement 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 Exeter and Crediton Railway Company and Bristol and Exeter Railway Company respectively as lies between the point where the said intended Railway (No. 1) will join the Exeter and Crediton Railway, and the Saint David's station at Exeter of

the Bristol and Exeter Railway, together with that station, and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over such portions of the Exeter and Crediton and Bristol and Exeter Railways, 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 London and South-Western Railway Company, and the Exeter and Crediton Railway Company, and the Bristol and Exeter Railway Company, or any 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 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, and the employment of officers and servants.

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 local and personal Acts of Parliament following, that is to say:—4 and 5 Will. 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 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 London and South-Western Railway Company; 6 Will. 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; 24 and 25 Vict., cap. 243; 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; 8 and 9 Vict., cap. 88; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 22; 18 and 19 Vict., cap. 63; and 23 and 24 Vict., cap. 103, relating to the Exeter and Crediton 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 Devon, at his office at Exeter, in the same county; and with the Clerk of the Peace for the county of Somerset, at his office at Wells, in the same county; and that on 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 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.

*Hoddings, Townsend, and Co., 3, Princes-street, Westminster,
Dunsford and Hole, Tiverton,*

Solicitors for the Bill.

Stockport District Waterworks.

(Extension of Limits—Power to Apply and Raise further Capital—Provisions as to Agreements with other Companies and Public Bodies—Provisions as to authorised Capital—Amendment of Acts.)

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

To authorise the Stockport District Waterworks Company (hereinafter called "the Company") to extend the limits within which the Company may supply water and exercise their existing powers to and to include the several townships, parishes, and places following, or some of them (that is to say), the townships of Ashton-upon-Mersey and Sale, in the parish of Ashton-upon-Mersey, the townships of Ashton-upon-Mersey, Timperley, Dunham Massey, Altrincham, Bowden, Hale, and Baguley, in the parish of Bowden, the townships of Baguley, Northenden, and Northenden Etchells, in the parish of Northenden, the township of Stockport Etchells, in the parish of Stockport, the township of Woodford, in the parish of Prestbury, the townships of Bollin Fee, Pownall Fee, Fulshaw, and Chorley, in the parish of Wilmslow, and the township of Nether Alderley in the parish of Alderley, all in the county of Chester, and to authorise the Company to afford a supply to such extended limits from the water which they are now or may be authorised to take for supplying water within their present limits, and so far as may be necessary or expedient to confer upon the Company powers of breaking up streets, roads, and highways, and laying down pipes, and all other usual powers necessary or proper for the purposes of such supply, and to authorise the taking of rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, and charges, and to alter existing rates, rents, and charges, to enable the Company to contract and agree for the supply by the Company of water for public and private purposes to the North Cheshire Waterworks Company, and also to enable the Company to enter into and make contracts with any other Corporation, and with any Local Board Commissioners, Inspectors, and other public and local Bodies for the supply of water by the Company for all purposes whatsoever, and to confer on such Corporations, Local Boards Commissioners, Inspectors, and other public and local Bodies, corresponding contracting powers, and to enable them to raise money by rates or otherwise for such purposes, or any of them.

To authorise and empower the Company, for all or any of the purposes of the intended Act, and for

No. 22791.

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the general purposes of their undertaking, to raise further sums of money, and to increase their capital by the creation of new shares or stock, with or without preference, priority, or guarantee in payment of interest or dividend, or with other special rights and privileges, and by borrowing on mortgage or bond, or by all or any of such means, and to attach guaranteed or preferential or other interest or dividend to existing and unissued shares, stocks, and securities, and, if thought fit, to divide all or any of such shares and stocks into one or more class or classes.

To incorporate with the intended Act the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Waterworks Clauses Acts, 1847 and 1863."

To alter, amend, extend, vary, enlarge, or repeal all or some of the powers and provisions of "The Stockport District Waterworks Act, 1861," "The Stockport District Waterworks Act, 1863," and of an Act passed in the sixth year of the reign of His late Majesty King George the Fourth, intituled "An Act for better supplying with water the town and township of Stockport, and the township of Brinnington, and several other townships adjoining thereto in the counties palatine of Chester and Lancaster," and any other Act relating to those Companies.

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 this 9th day of November, 1863.

*Hodding, Townsend, and Co., Solicitors,
3, Princes-street, Westminster.*

*H. and W. Toogood, 16, Parliament-street,
Westminster, Parliamentary Agents.*

Presteigne Turnpike Trust.

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

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, extend and enlarge the powers and provisions of an Act passed in the third year of the reign of his late Majesty King George the Third, intituled "An Act for continuing the Term, and Altering the Powers of three Acts, for Repairing the Roads leading from the Rye-way, in the parish of Yarpole, in the county of Hereford, to Presteigne, in the county of Radnor, and several other roads therein mentioned, in the said county of Radnor, and in the counties of Hereford and Salop;" and to continue and extend the term granted by the said Act, or any further term granted by any subsequent Act in extension of the original term, or to repeal the said Act and the several Acts therein mentioned, and to create a further term, and to make further and other provisions in lieu thereof, and with reference to the said roads, some or one of them, or some part or parts thereof respectively.

And power will be taken in the said Bill to continue, or alter and vary the tolls, rates or duties authorized by the said Act to be levied and taken on the said roads, some or one of them, to levy new tolls, rates or duties thereon, or on some part thereof, and to confer, vary or extinguish exemptions from the payment of tolls, rates or duties, to borrow further monies, to extinguish, pay off, reduce, compound, or make other arrangements with reference to mortgage debts and interest, and other charges on the said roads, some or one of them, or on the tolls thereon

authorized to be levied and taken; to alter the present rate of such interest, to vary the application of any funds coming to the hands of the Trustees, under the said Act, to alter, vary and extinguish some of the rights, privileges and remedies of the mortgagees and other creditors thereon, and to confer, vary or extinguish other rights and privileges.

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

Dated the 2nd day of November, 1863.

Thomas Sale, Leominster, Clerk to the Trustees of the said roads, and Solicitor for the Bill.

Edward Walmisley, 25, Abingdon-street, Westminster, S.W., Parliamentary Agent.

London, Brighton, and South Coast Railway.

(Ouse Valley Line and Extensions to Hailsham and Bexhill; Railways from Ouse Viaduct on Main Line to Uckfield, and from Uckfield to Hailsham, and from Hellingly to Bexhill; Provisions with respect to portion of the Brighton, Uckfield, and Tunbridge Wells Railway; 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 empower the London, Brighton, and South Coast Railway Company (hereinafter called the Company) to make and maintain the railways hereinafter described, with all proper and convenient approaches, stations, sidings, and other works and conveniences connected therewith (that is to say): A railway commencing in the parish of Cuckfield, in the county of Sussex, by a junction with the main line of the Company's railway at about eighteen chains from the south end of the viaduct carrying the same over the River Ouse; known as the Ouse Viaduct, and terminating in the parish of Uckfield, in the same county by a junction with the Lewes and Uckfield branch of the Company's railway, at about thirty-six chains from the termination thereof, at Uckfield; which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes and places following, or some of them (that is to say): Cuckfield, Ardingly, Lindfield, Horsted Keynes, Chailey, Fletching, Newick, Barcombe, Isfield, Little Horsted, and Uckfield, all in the said county of Sussex; a railway, commencing in the parish of Uckfield by a junction with the railway authorized to be made by "The Brighton, Uckfield and Tunbridge Wells Railway Act, 1861," at or near to the point where the same is authorized to cross the turnpike road leading from Uckfield to Lewes, at about one hundred yards to the north-east of the termination of the said railway, and terminating in the parish of Hailsham, in the same county, by a junction with the Hailsham branch of the London, Brighton, and South Coast Railway, at or near to the termination thereof in the station at Hailsham; which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes and places following, or some of them (that is to say): Uckfield, Framfield, East Hoathly, Laughton, Chiddingfold, Hellingly, Arlington, and Hailsham, all in the said county of Sussex; a railway commencing in the parish of Hellingly, in the same county, by a junction with the intended railway secondly hereinbefore described, at a point about twelve chains south of Hellingly Church, and terminating in the parish of Bexhill, in the same county, by a junction with the Saint Leonard's and Hastings

line of the London, Brighton and South Coast Railway, at a point twelve chains west of the Bexhill station; which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes and places following, or some of them (that is to say): Hellingly, Hailsham, Hurstmonceaux, Pevensy, Wartling, Hooe, and Bexhill, all in the said county of Sussex.

And it is intended by the said intended Act to confer upon the Company all necessary powers for effecting the purposes following (that is to say):

To cross, stop up, alter, and divert, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, tunnels, streams, rivers, bridges, sewers, drains, pipes, ways, and rights of way, and watercourses within or adjoining the said parishes and places, or any of them, which it may be necessary to cross, stop up, alter, or divert for the purposes of the said intended railways and works, and other the purposes the said Act.

To purchase by compulsion and by agreement lands, houses, and hereditaments for the purposes of the proposed railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with any such lands, houses, and hereditaments, or which would in any manner interfere with the construction, maintenance, and use of the said proposed railways and works, or any of them, and to confer other rights and privileges.

To levy tolls, rates, and duties, for or in respect of the use of the said proposed railways and works, and the conveniences and accommodations connected therewith, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To apply to the purposes of the proposed railways and works any part of the funds which the Company are now authorized to raise, and which may not be required for the purposes of their now authorized undertaking, and to raise further money for the purposes of the proposed railways and works, by borrowing on mortgage, bond, or by debenture stock or otherwise, and by the creation of new shares or stock in the Company, and (if the Company think fit) to attach to all or any of such new shares or stock a preference or priority of interest or dividend, and other special rights, privileges, or restrictions.

To authorize and empower the Company to work over and use with their engines, carriages, officers, and servants, for their traffic of every description, so much of the Brighton, Uckfield, and Tunbridge Wells Railway as is situate between the junction therewith of the intended railway secondly hereinbefore described and the termination thereof at Uckfield, upon such terms and conditions, and upon payment of such tolls, rates, and charges, or for such other consideration either annual or in gross as may be or may have been agreed upon between the Company and the Brighton, Uckfield, and Tunbridge Wells Railway Company, or as shall be fixed, ascertained, and determined, by or under the provisions of the intended Act, and, if need be, to alter and restrict the tolls, rates, and charges to be hereafter taken upon or in respect of the said portion of railway, and to authorize the levying and taking of the same, or any other tolls, rates, or charges in respect thereof.

To enable the Company and the Brighton, Uckfield and Tunbridge Wells Railway Company, to make and enter into and carry into effect contracts and agreements in reference to all or any of the matters aforesaid, and to confirm and ratify any contracts or agreements already entered into with reference thereto.

And it is proposed by the intended Act, so far

as may be necessary for the purposes aforesaid, to alter, amend, extend, or repeal the powers and provisions of the Acts following, or some or one of them, relating to the Company, namely: 5 and 6 Will., 4, cap. 10; 6 and 7 Will., 4 cap. 121; 7 Will., 4, and 1 Vict., cap. 119; 1 and 2 Vict., cap. 20; 2 and 3 Vict., cap. 18; 3 and 4 Vict., cap. 127; 6 and 7 Vict., caps. 27 and 62; 7 and 8 Vict., caps. 67, 91, 92, and 97; 8 and 9 Vict., caps. 52, 113, 196, 199, and 200; 9 and 10 Vict., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict., caps. 167, 244, and 276; 11 and 12 Vict., cap. 136; 16 and 17 Vict., caps. 41, 86, 88, 100, and 180; 17 and 18 Vict., caps. 61, 68, and 210; 18 and 19 Vict., caps. 114, and 169; 19 and 20 Vict., cap. 87; 92, and 105; 20 and 21 Vict., caps. 60, 133, and 143; 21 and 22 Vict., caps. 57, and 84; 22 and 23 Vict., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vict., caps. 109 and 171; 24 and 25 Vict., caps. 81, 120, and 174; 25 and 26 Vict., caps. 68, 78, and 151; 26 and 27 Vict., caps. 137, 142, 192, 218, and 227; and any other Act or Acts directly or indirectly relating to or affecting the Company; and also the powers and provisions of "The Brighton, Uckfield and Tunbridge Wells Railway Act, 1861;" and any other Act or Acts directly or indirectly relating to or affecting the Brighton, Uckfield, and Tunbridge Wells Railway Company.

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 Sussex, at his office in Lewes, and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes and extra-parochial places in or through which the said intended railways and 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 as follows: in the cases of parishes, with the clerks of such parishes respectively at their respective places of abode, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place.

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

Dated this 7th day of November, 1863.

W. Gascoigne Roy, No. 28, Great George-street, Westminster, Solicitor for the Bill.

London, Brighton, and South Coast Railway.
(Kemp Town Station and Lines).

(Station Accommodation at Kemp Town, Brighton, and Lines in connection therewith; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London Brighton and South Coast Railway Company (hereinafter called "The Company,") for an act for the following purposes, or some of them:—

To empower the company to acquire by compulsion or agreement, for station and other purposes connected with their undertaking, certain lands and houses in the parish of Brighton, in the county of Sussex, bounded to the south by Eastern Road, to the west by the road or highway in continuation of Upper Bedford-street, and to the east by the grounds of Brighton College.

To empower the company to make and maintain

the railways hereinafter described, with all proper and convenient approaches, stations, sidings, and other works and conveniences connected therewith (that is to say):—A railway wholly in the parish of Brighton, commencing by a junction with the Brighton and Lewes Railway of the company eastward of and near to the point where that railway passes under the Ditchling-road, and terminating at or near the candle factory on the north side of Eastern-road, near the junction of that road with Montague-place. A railway wholly in the parish of Preston, in the said county, to connect the said Brighton and Lewes Railway of the company with their main line of railway, commencing by a junction with the said Brighton and Lewes Railway, at or near the point where the same crosses the London-road, and terminating by a junction with the said main line of the company at about six chains north-west of the point where the branch to the low level goods' station of the company diverges from the said main line.

And it is intended by the said intended Act, to confer upon the company all necessary powers for effecting the purposes following (that is to say): To cross, stop up, alter, and divert, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tram-ways, canals, aqueducts, tunnels, streams, rivers, bridges, sewers, drains, pipes, ways, and rights of way, and watercourses, within or adjoining the said parishes and places, or any of them, which it may be necessary to cross, stop up, alter, or divert, for the purposes of the said intended railways and works, and other the purposes of the said Act.

To purchase by compulsion and by agreement, lands, houses, and hereditaments, for the purposes of the proposed railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with any such lands, houses, and hereditaments, or which would in any manner interfere with the construction, maintenance, and use of the said proposed railways and works, or any of them, and to confer other rights and privileges.

To levy tolls, rates, and duties, for or in respect of the use of the said proposed railways and works, and the conveniences and accommodations connected therewith, and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and duties, respectively.

To apply to the purposes of the said proposed railways and works any part of the funds which the company are now authorised to raise, and which may not be required for the purposes of their now authorised undertaking, and to raise further money for the purposes of the proposed railways and works by borrowing on mortgage, bond, or by debenture stock, or otherwise, and by the creation of new shares or stock in the company, and (if the company think fit) to attach to all or any of such new shares or stock a preference or priority of interest or dividend, and other special rights, privileges, or restrictions.

And it is proposed by the intended Act, so far as may be necessary for the purposes aforesaid, to alter, amend, extend, or repeal the powers and provisions of the Acts following, or some or one of them, relating to the company, namely, 5 and 6 Will., 4, cap. 10; 6 and 7 Will., 4, cap. 121; 7 Will., 4; and 1 Vict., cap. 119; 1 and 2 Vict., cap. 20; 2 and 3 Vict., cap. 18; 3 and 4 Vict., cap. 127; 6 and 7 Vict. caps. 27 and 62; 7 and 8 Vict., caps. 67, 91, 92, and 97; 8 and 9 Vict., caps. 52, 113, 196, 199, and 200; 9 and 10 Vict., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict., caps. 167, 244, and 276; 11 and 12 Vict. cap. 136; 16 and 17 Vict., caps. 41, 86, 88, 100, and 180; 17 and 18 Vict., caps. 61, 68, and

210; 18 and 19 Vict., caps. 114 and 169; 19 and 20 Vict., caps. 87, 92, and 105; 20 and 21 Vict., caps. 60, 133, and 143; 21 and 22 Vict., caps. 57 and 84; 22 and 23 Vict., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vict., caps. 109 and 171; 24 and 25 Vict., caps. 81, 120, and 174; 25 and 26 Vict., caps. 68, 78, and 151; 26 and 27 Vict., caps. 137, 142, 192, 218, and 227, and any other Act or Acts directly or indirectly relating to or affecting the company.

And notice is hereby also given, that on or before the thirtieth 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 Sussex, at his office in Lewes, 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 thirtieth 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 twenty-third day of December next.

Dated this 7th day of November, 1863.

W. Gascoigne Roy, 28, Great George-street, Westminster, Solicitor for the Bill.

London, Brighton, and South Coast Railway.

(Tunbridge Wells and Eastbourne Line).

(Railway from Brighton, Uckfield, and Tunbridge Wells Railway at Redgate Mill, Rotherfield, to Hailsham Station; Junction Line between Hailsham and Eastbourne Branches; Powers with reference to Brighton, Uckfield, and Tunbridge Wells Railway; 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 empower the London, Brighton, and South Coast Railway Company (hereinafter called "the Company") to make and maintain a railway, with all proper and convenient approaches, stations, sidings, and other works and conveniences connected therewith, commencing in the parish of Rotherfield, in the county of Sussex, by a junction with the Railway authorized to be made by "the Brighton, Uckfield, and Tunbridge Wells Railway Act, 1861," at or near to Redgate Mill, and terminating in the parish of Hailsham, in the same county, by a junction with the Hailsham branch of the London, Brighton, and South Coast Railway, at or near the termination thereof in the station at Hailsham; which said railway and works will pass, from, in, through, or into, or be situate within the parishes and places following, or some of them (that is to say): Rotherfield, Mayfield, Waldron, Heathfield, Warbleton, Hurstmonceux, Hellingly, Arlington, and Hailsham, all in the said county of Sussex.

Also a short junction line of railway to connect the Hailsham branch of the Company's railway with the Eastbourne branch of the Company's railway, commencing in the parish of Hailsham by a junction with the Hailsham branch, near the point where that branch crosses a public road at thirty-three chains, or thereabouts, north of the Polegate station, and terminating in the parish of Willingdon by a junction with the said Eastbourne branch at a point about thirty-three

chains south-east of the said station; which said railway will pass from, in, through, or into, or be situate within the several parishes of Hailsham, West Ham, and Willingdon, or some of them, in the said county of Sussex:

And it is intended by the said intended Act to confer upon the Company all necessary powers for effecting the purposes following (that is to say):

To cross, stop up, alter, and divert, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, tunnels, streams, rivers, bridges, sewers, drains, pipes, ways, and rights of way, and watercourses within or adjoining the said parishes and places, or any of them, which it may be necessary to cross, stop up, alter, or divert, for the purposes of the said intended railways and works, and other the purposes of the said Act;

To purchase by compulsion, and by agreement, lands, houses, and hereditaments, for the purposes of the proposed railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments, or which would in any manner interfere with the construction, maintenance, and use of the said proposed railways and works, or any of them, and to confer other rights and privileges;

To levy tolls, rates, and duties for or in respect of the use of the said proposed railways and works, and the conveniences and accommodations connected therewith, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively;

To apply to the purposes of the said proposed railways and works any part of the funds which the Company are now authorized to raise, and which may not be required for the purposes of their now authorized undertaking, and to raise further money for the purposes of the proposed railways and works, by borrowing on mortgage, bond, or by debenture stock or otherwise, and by the creation of new shares or stock in the Company, and (if the Company think fit) to attach to all or any of such new shares or stock a preference or priority of interest or dividend, and other special rights, privileges, or restrictions;

To authorize and empower the Company to work over and use with their engines, carriages, officers, and servants, for their traffic of every description, so much of the Brighton, Uckfield, and Tunbridge Wells Railway as is situate between the junction therewith of the intended railway firstly hereinbefore described, and the termination thereof at Tunbridge Wells, upon such terms and conditions, and upon payment of such tolls, rates, and charges, or for such other consideration, either annual or in gross, as may be, or may have been agreed upon between the Company and the Brighton, Uckfield, and Tunbridge Wells Railway Company, or as shall be fixed, ascertained, and determined by or under the provisions of the intended Act, and, if need be, to alter and restrict the tolls, rates, and charges, to be hereafter taken upon, or in respect of the said portion of railway, and to authorize the levying and taking of the same, or any other tolls, rates, or charges, in respect thereof;

To enable the Company, and the Brighton, Uckfield, and Tunbridge Wells Railway Company, to make, and enter into, and carry into effect contracts and agreements in reference to all or any of the matters aforesaid, and to confirm and ratify any contracts or agreements already entered into with reference thereto:

And it is proposed by the intended Act, so far as may be necessary for the purposes aforesaid,

to alter, amend, extend, or repeal the powers and provisions of the Acts following, or some or one of them, relating to the Company (namely) 5 and 6 Will. 4, cap. 10; 6 and 7 Will. 4, cap. 121; 7 Will. 4, and 1 Vict. cap. 119; 1 and 2 Vict. cap. 20; 2 and 3 Vict. cap. 18; 3 and 4 Vict. cap. 127; 6 and 7 Vict. caps. 27 and 62; 7 and 8 Vict. caps. 67, 91, 92, and 97; 8 and 9 Vict. caps. 52, 113, 196, 199, and 200; 9 and 10 Vict. caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict. caps. 167, 244, and 276; 11 and 12 Vict. cap. 136; 16 and 17 Vict. caps. 41, 86, 88, 100, and 180; 17 and 18 Vict. caps. 61, 68, and 210; 18 and 19 Vict. caps. 114 and 169; 19 and 20 Vict. caps. 87, 92, and 105; 20 and 21 Vict. caps. 60, 133, and 143; 21 and 22 Vict. caps. 57 and 84; 22 and 23 Vict. caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vict. caps. 109 and 171; 24 and 25 Vict. caps. 81, 120, and 174; 25 and 26 Vict. caps. 68, 78, and 151; 26 and 27 Vict. caps. 137, 142, 192, 218, and 227; and any other Act or Acts directly or indirectly relating to or affecting the Company; and also the powers and provisions of "the Brighton, Uckfield, and Tunbridge Wells Railway Act, 1861," and any other Act or Acts directly or indirectly relating to or affecting the Brighton, Uckfield, and Tunbridge Wells Railway Company:

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 line and levels of the proposed railways and 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 Sussex, at his office in Lewes; and that copies of so much of the said plans, sections, and book of reference, as relates to the several parishes and extra-parochial places in or through which the said intended railways and 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 as follows: in the cases of parishes, with the clerks of such parishes respectively, at their respective places of abode; and in the case of any extra-parochial places, with the clerk of some parish immediately adjoining such extra-parochial place:

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

Dated this 7th day of November, 1863.

W. Gascoigne Roy, 28, Great George-street, Westminster, Solicitor for the Bill.

Launceston, Bodmin, and Wadebridge Junction Railway.

(Incorporation of Company; Powers to Construct Railway from Launceston to the Bodmin and Wadebridge Railway at Wenford Bridge; Powers to Landowners and persons having limited interests in lands, to subscribe, hold shares, and charge the inheritance with subscriptions as a prior charge; Special provisions for acquisition of lands; Powers to Lands Improvement Company; Running Powers over the Bodmin and Wadebridge, and Okehampton Railways; Provisions affecting the London and South-Western, the Okehampton, the Launceston and South Devon, and Bodmin and Wadebridge Railway Companies; Working Arrangements with those Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Com-

pany (in this Notice called "the Company"), and to empower the Company to make and maintain the railway following, with all proper and necessary stations, sidings, approaches, works, and conveniences connected therewith (that is to say):—

A railway commencing in the parish of St. Stephens by Launceston, in the county of Cornwall, by a junction with the railway authorised by "The Launceston and South Devon Railway Act, 1862," in a field in the occupation of Robert Faremouth Trist, and numbered 30 in that parish on the plans deposited as in that Act mentioned with the Clerk of the Peace of the county of Cornwall, in the month of November 1861, and terminating in the parish of Simonward, otherwise St. Breward, in the said county of Cornwall, by a junction with the Bodmin and Wadebridge Railway at or near the termination of that railway, and which termination is at or near a bridge over the River Camel, or Allen, called Wineford-bridge, otherwise Wenford-bridge, which said intended railway 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):

St. Stephens by Launceston, the hamlet of St. Thomas-street, otherwise the hamlet of St. Thomas the Apostle, otherwise the hamlet of St. Thomas, in the borough of Dunheved, otherwise Launceston, St. Thomas the Apostle, Egloskerry, Gospenhale, otherwise Gospenheale, South Petherwin, Trewenn, Laneast, Lewannick, Polyphant, St. Cleather, Alternun, Davidstowe, Otterham, Lesnewth, St. Juliot, Lanteglos by Camelford, Advent, Michaelstowe, St. Tudy, Simonward, otherwise St. Breward, all in the county of Cornwall. To make lateral deviations from the lines of the intended railway and works to the extent and within the limits shown on the plans hereinafter mentioned, or as may be prescribed in and by and provided for in the intended Act.

To cross, stop up, remove, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, streets, railways, bridges, streams, drains, pipes, and watercourses of every description, and other works within the aforesaid parishes, townships, and extra-parochial and other places, or any of them, as it may be necessary to cross, stop up, alter, or divert, by reason of the execution of all or any of the powers of the intended Act.

To purchase, by compulsion or otherwise, lands, houses, and hereditaments for the purposes of the said intended railway and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments 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, duties, and charges for or in respect of the said intended railway and works, and to alter, vary, or extinguish existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To authorise and empower all or any persons being landowners, or having limited interests in land, or the husbands, guardians, trustees, or Committees of any such persons, to subscribe to the proposed undertaking, and to take and hold shares in the Company upon such terms and conditions as may be authorised, prescribed, or provided for in the intended Act, and to raise the amount of their respective subscriptions by mortgage, rent-charge, or other security or charge upon or affecting, in perpetuity or for a term of years, the freehold and inheritance of the lands belonging to such persons, or wherein such persons have limited interests as aforesaid, in priority to all or any other previously

existing or future mortgages, charges, or incumbrances upon or affecting such lands respectively, and to authorise the acquisition by the Company and the vesting in the Company of all or any lands which they may require for the said intended railway or works, upon such terms and conditions (whether authorised or not authorised by "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860") as may be agreed upon between the Company and the persons for the time being in possession of such lands, or of the rents and profits thereof, for any estate or freehold, or for any less estate, or the husbands, guardians, trustees, or Committees of such persons, or upon such terms and conditions as may be authorised, prescribed in, or provided for by the said Act, and to authorise the Lands Improvement Company to lend and advance money to any such persons, husbands, guardians, trustees, or Committees aforesaid, or to the Company, which may be required for the purposes of the said intended Act, upon the terms and conditions hereinbefore mentioned or referred to, or upon such other terms and conditions as may be authorised, prescribed, or provided for in the said Act.

To enable the Company and all other Companies and persons lawfully using the railway of the Company to run over, work, and use with their engines and carriages, and for the purposes of their traffic of every description, upon terms to be settled, in default of agreement, by the Board of Trade or by arbitration, all or any part of the railways following (that is to say)—

The Bodmin and Wadebridge Railway,

The Okehampton Railway,

together with the stations, watering-places, water supply, booking offices, warehouses, landing-places, wharves, quays, piers, branch railways, works, and conveniences connected therewith respectively.

To require and compel the London and South-Western Railway Company, the Okehampton Railway Company, the Launceston and South Devon Railway Company, and the Bodmin and Wadebridge Railway Company, or any or either of them, to receive, book through, forward, accommodate, and deliver on and from their respective railways, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration or by the intended Act; and, if need be, to alter the tolls and charges which are now authorized to be taken upon the said railways respectively, and to confer exemptions from the payment of such tolls and charges.

To enable the Company, on the one hand, and the London and South-Western Railway Company, the Launceston and South Devon Railway Company, the Okehampton Railway Company, and the Bodmin and Wadebridge Railway Company, or any or either of those Companies, on the other hand, to enter into and carry into effect such contracts, arrangements, or agreements as they may respectively think fit in reference to the working, management, use, and maintenance by any or either of the contracting Companies of the intended railway and works, or any part thereof, and for the regulation, management, working, interchange, 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, rates, charges, receipts, and revenues arising therefrom, and of the costs and expenses of such working, management, use or maintenance, and the employment of officers or servants, and also for or in respect of the sums or

considerations, either annual or in gross, to be payable by any or either of the contracting Companies, to the other or others of them as may be agreed upon or provided by the intended Act, in respect of all or 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, 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."

To alter amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Local and Personal Acts of Parliament following, or some of them, that is to say:—

4 and 5 Wm. 4th, 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. 3rd, 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. 64, 92, 103, 133, 158, and 185; and 25 and 26 Vic., cap. 42; and 26 and 27 Vic., caps. 90 and 109;—relating to the London and South-Western Railway Company, and "The Okehampton Railway Act, 1862;" "The Okehampton Railway Act, 1863;" "The Launceston and South Devon Railway Act, 1862;" "The Launceston and South Devon Railway Act, 1863;" 2 William 4, cap. 47; and 5 and 6 William 4, cap. 93, relating to the Bodmin and Wadebridge Railway Company, and any other Act or Acts relating to the above-named Companies, or either of them.

And notice is hereby also given, that plans and sections of the proposed railway and works, with a book of reference to such plans, and a published map, with the line of the proposed railway delineated thereon, so as to show a 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 Cornwall, at his office at St. Austell, in that county; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the intended railway and works will be made, and 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 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 this 12th day of November, 1863.

Gurney, Cowlard, and Kempson, Launceston, Solicitors.

Hodding, Townsend, and Co., 3, Princes-street, Westminster, Solicitors.

H. and W. Toogood, 16, Parliament-street, Westminster, Parliamentary Agents.

**Tottenham and Hampstead Junction Railway.
Extension to Charing Cross.**

(Construction of new Railways; Power to raise and apply Capital; Power to Midland, Great Northern, Great Eastern, London and North Western, and South Eastern Railway Companies to subscribe, &c.; and to raise further Moneys; Working arrangements with those Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to empower the Tottenham and Hampstead Junction Railway Company (hereinafter called "the Company"), to make and maintain the railways hereinafter described, with all necessary stations, approaches, works, and conveniences connected therewith (that is to say):—

A railway commencing on the south-west side of the Holloway-road, in the field next St. John's Church, in the parish of St. Mary Islington, in the county of Middlesex, and terminating near to the house and premises leased to and sublet by Richard Underwood, and being No. 142 in Euston-road, in the parish of St. Pancras, in the same county.

A railway commencing near to the said house and premises No. 142, Euston-road, and terminating near the south-east end of Villiers-street, in the parish of St. Martin-in-the-Fields, in the city of Westminster.

A railway commencing in a pasture field near to and at the eastern end of Falkland-road, in the said parish of St. Pancras, and terminating by a junction with the railway first described in and authorized by "The Midland Railway (Extension to London) Act, 1863," on the south side of Islip-street, near to its junction with Hammond-street, in the said parish.

A railway commencing in the said pasture-field near to and at the eastern end of Falkland-road aforesaid, and terminating by a junction with the said railway firstly described in and authorized by "The Midland Railway (Extension to London) Act, 1863," in a field in the said parish of St. Pancras, to the south of Corker's-lane, and to the east of an open sewer or ditch which passes under Corker's-lane.

A railway commencing near to the house and premises in the occupation of Richard Albert Moll, and being No. 5 in Gaisford-street, in the said parish of St. Pancras, and terminating by a junction with the said railway firstly described in and authorized by "The Midland Railway (Extension to London) Act, 1863," in the said field to the south of Corker's-lane, in the said parish of St. Pancras.

A railway commencing by a junction with the authorized Tottenham and Hampstead Junction Railway, in the parish of Allhallows, Tottenham, in the county of Middlesex, in a field at the southern end of the boundary wall dividing the land in the occupation of John Leschallas, Esq., from the ground purchased by the Independent Freehold Land Society, and terminating in the parish of Walthamstow, in the county of Essex, by a junction with the Cambridge line of the Great Eastern Railway, at a point about 260 yards to the southward of the bridge carrying that railway over the River Lea.

A railway commencing at or near to the house and premises in the occupation of Joseph Henry Slee, and being No. 9 in Clarendon Grove, in the said parish of St. Pancras, and terminating by a junction with the London and North-Western Railway, at or near to the point where that railway passes under the Hampstead Road, in the county of Middlesex.

A railway commencing at or near the house and premises in the occupation of Horatio Thomson,

and being No. 7 in Churchway, in the parish of St. Pancras, in the county of Middlesex, and terminating at or near the house and premises in the occupation of William Paine, and being No. 226 in Euston-road in the said parish of St. Pancras.

A railway commencing in the said parish of St. Pancras, at or near to the house and premises at the southern end of Burton-street, known as Burton House, and terminating at or near the house and premises in the occupation of Charles Hingston, and being No. 223 in Euston-road, in the said parish of St. Pancras.

A railway commencing in the said parish of St. Martin-in-the-Fields by a junction with the said intended railway, secondly hereinbefore described, at or about the premises known as Middle Wharf, Adelphi, and terminating by a junction with the Charing Cross Railway, near to the northern end of and on the bridge by which that railway will be carried over the River Thames.

And the said intended Act will authorize a deviation in the line or course of the new street, authorized by "The Thames Embankment Act, 1862," to be made from the embankment and roadway in that Act mentioned, at or near the east side of the Middlesex end of Hungerford Bridge, in the parish of St. Martin-in-the-Fields, to Wellington-street, Waterloo Bridge, from the commencement to the terminus of the said street, and also a deviation in the line or course of so much of the new street authorized by the same Act, to commence by a junction with the last-mentioned new street, at or near George-street, in the Adelphi, to Whitehall-place, as lies between its junction with the said new street and Hungerford Bridge, all in the said parish of St. Martin-in-the-Fields, the parish of St. Clement's Danes, and the parish of St. John the Baptist, in the precincts of the Savoy, in the said county of Middlesex, and will empower the Company and the Metropolitan Board of Works to enter into arrangements with respect to the direction and construction of the said new street, and otherwise in relation thereto, and will alter and amend the said Act.

Which said intended railways and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following, or, or some of them, that is to say:—Allhallows (Tottenham), St. Mary Islington, St. Pancras, St. George Bloomsbury, St. George the Martyr (Bloomsbury), St. Giles-in-the-Fields, St. Clement Danes, St. Paul Covent Garden, St. John the Baptist, in the precincts of the Savoy; St. Mary-le-Strand, and St. Martin-in-the-Fields, in the county of Middlesex, and Walthamstow, in the county of Essex.

And it is also proposed by the said intended Act to confer upon the Company powers to effect all or some of the objects and purposes following (that is to say):—

To purchase, by compulsion or agreement, lands and houses 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 and houses, 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 cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, streets, railways, aqueducts, canals, streams, drains, pipes, 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 of them.

To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, or any of them, and 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 apply to the purposes of the proposed railways and works, or any of them, their corporate funds, and for those purposes to raise further money by borrowing on mortgage or bond, and by the creation of new shares and capital of the Company, and either by separate shares or capital or loan, or as part of their general shares and capital and loan, or in both of those modes, and with or without a preference, priority, or guarantee of interest or dividend, and other special privileges.

And the said intended Act will enable the Company on the one hand, and the Midland Railway Company, the Great Northern Railway Company, the Great Eastern Railway Company, the London and North Western Railway Company, and the South Eastern Railway Companies, or any or either of such Companies, on the other hand, to enter into and carry into effect arrangements and agreements with reference to the working by any of such Companies of the said intended railways and works, or any 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 said intended railways and works, or any part or parts thereof; the payment of a fixed or contingent rent, and the use of the said intended railways and works, or any or either of them, or any part or parts thereof; and for the appointment of a Committee or joint Committees to carry out such arrangements or agreements.

And by the said intended Act it is also proposed to empower the Midland Railway Company, the Great Northern Railway Company, the Great Eastern Railway Company, the London and North Western Railway Company, and the South Eastern Railway Company, or any or either of them, by themselves or their nominees, to take and hold shares in and subscribe towards the intended undertaking, or any part or parts thereof, and to guarantee to or for the Company interest, dividend, annual or other payments on shares or stock, and the principal and interest of any loan, and to advance and lend money to the Company, and for those purposes to raise money by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee in payment of interest or dividend or other special privileges, and by borrowing on mortgage or bond; and to enable the Midland Railway Company, the Great Northern Railway Company, the Great Eastern Railway Company, the London and North Western Railway Company, and the South Eastern Railway Company, or any or either of them, to appoint Directors of the Company.

To sanction, confirm, and give effect to contracts and arrangements between the Company and the Midland Railway Company, the Great Northern Railway Company, the Great Eastern Railway Company, the London and North Western Railway Company, and the South Eastern Railway Company, or any or either of them, for all or any of the purposes of the intended Act.

And it is proposed by the said intended Act to alter, amend, extend, and enlarge, and (if need be) to repeal all or some of the provisions of "The Tottenham and Hampstead Junction Railway Act, 1862," and "The Tottenham and Hampstead Junction

Railway Act, 1863," and also of the several Local and Personal Acts following, or some or one of them, that is to say:—

The 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 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, 82, 182, and 183; and any other Act or Acts relating to the Midland Railway Company.

The Acts 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; 23 and 24 Vict., cap. 168; 24 and 25 Vict., cap. 70; 25 and 26 Vict., cap. 1; and 26 and 27 Vict., caps. 147, 191, and 203; and any other Act or Acts relating to the Great Northern Railway Company.

The Acts 25 and 26 Vict., cap. 223; and 26 and 27 Vict., caps. 190 and 225; and any other Act or Acts relating to the Great Eastern Railway Company.

The 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, 208, and 217; and any other Act or Acts relating to the London and North Western Railway Company.

And the Acts 6 Will. IV., cap. 75; 1 Vict., cap. 93; 2 Vict., cap. 42; 2 and 3 Vict., cap. 79; 3 Vict., cap. 46; 5 Vict., sess. 2, cap. 3; 6 and 7 Vict., caps. 51, 52, and 62; 7 Vict., cap. 25; 7 and 8 Vict., caps. 69 and 91; 8 and 9 Vict., caps. 167, 186, 197, and 200; 9 Vict., caps. 55, 56, and 64; 9 and 10 Vict., caps. 305 and 399; 10 and 11 Vict., caps. 104 and 230; 13 and 14 Vict., cap. 31; 15 and 16 Vict., cap. 103; 16 and 17 Vict., caps. 116, 121, 130, and 156; 18 and 19 Vict., cap. 16; 20 and 21 Vict., cap. 155; 22 and 23 Vict., cap. 35; 24 Vict., cap. 12; 24 and 25 Vict., cap. 191; 25 and 26 Vict., cap. 96; and 26 and 27 Vict., caps. 115 and 175; and any other Act or Acts relating to the South Eastern Railway Company.

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 Middlesex, at his office in Clerkenwell, and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, and that copies of so much of the said plans, sections, and book of reference, as relates to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made, together with a copy of this notice, as published in the London Gazette, will, on or before the said 30th of November, be deposited as follows, that is to say:—As regards each parish which is included in Schedule (A) to the Act 18 and 19 Vict., cap. 120, for the better local management of the Metropolis, with the Clerk of the Vestry of such parish at his office; and in the case of each parish 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 in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place.

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

Dated this 11th day of November, 1863.

Hodding, Townsend, and Co.,

Solicitors.

Pritt, Sherwood, Venables, and Grubbe,

Parliamentary Agents.

Hubberston Docks.

(Incorporation of Company; Construction of Wet and Dry Docks; Arrangements with Milford Railway Company, and the Great Western Railway Company; Amendment of Acts.)

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

To incorporate a Company, (hereinafter called "the Company,") and to enable them to make and maintain the following works:—

A wet or floating dock, and also a dry or graving dock, with suitable piers, walls, gates, bridges, arches, quays, landing places, approaches, wharves, warehouses, buildings, reservoirs, basins, locks, sluices, culverts, works, and conveniences connected therewith, at or near to Milford Haven, and upon or near to the estuary, inlet or pill called Hubberston Pill, near the Milford Railway and the Milford railway station at Milford, and lands adjoining the same Hubberston Pill, which said dock, approaches and works, or some of them, will be situate within the several parishes and extra-parochial and other places of Steynton, Hubberston, Milford, Hakin, Hubberston Pill, Haven's Head, Goose Pill, Priory Pill and Milford Haven, all in the county of Pembroke.

To enable the Company in the construction and maintenance of the said docks and works, or any of them; to alter, stop up and divert roads, bridges, ferries, fords, streams, watercourses, rivers, drains, sewers, mains, pipes, tramways, and navigations within or adjoining to the before-mentioned parishes or places or any of them, and to impound for the purposes of the said proposed docks the waters of Hubberston Pill aforesaid.

To purchase by compulsion or agreement lands, houses and other property for the purposes of the said docks and works, or any or either of them, to vary or extinguish existing rights and privileges in and over such lands, houses, and property, and in and over the said pill and waters,

and to levy tolls, rates, dues and charges for and in respect of the user of the said intended docks and works, or any or either of them, and to alter existing tolls, rates, dues, charges, and duties.

To enable the Company on the one hand and the Milford Railway Company and the Great Western Railway Company or either of them on the other hand, from time to time to enter into agreements with respect to the construction, maintenance, working and use by the Milford Railway Company and the Great Western Railway Company or either of them, of the proposed docks and works or any or either of them, or any part thereof, and to the use by the Company of any part of the undertaking of the Milford Railway Company, and the payments to be made and the conditions to be performed with reference to such construction, maintenance, working and use, and also with respect to the division and appropriation of the revenue to arise from the undertakings comprised in the said agreement or agreements.

To enable the Milford Railway Company to apply any of their funds or capital now raised, or which they are authorized to raise for the purposes of the intended Act, and to take and hold shares in the undertaking thereby to be authorized.

To alter, amend, extend and enlarge, so far as may be necessary for the purposes aforesaid, all or some of the powers and provisions of the local and personal Acts following relating to the Milford Railway Company and the Great Western Railway Company, or one of them, namely, "The Milford Railway Act, 1856;" "The Milford Railway (Amendment) Act, 1863;" the 5th and 6th William 4th, cap. 107; 26th and 27th Vic. caps. 113 and 198, and of any other Acts relating to the Great Western Railway Company, "The Milford Haven Dock and Railway Act, 1860," and "The Milford Haven Dock and Railway Act, 1863;" also an Act of the 30th Geo. 3, cap. 55, intituled "An Act to enable Sir William Hamilton, Knight of the Most Honourable Order of the Bath, his heirs and assigns, to make and provide quays, docks, piers, and other erections, and to establish a market and proper roads and avenues thereto respectively within the manor or lordship of Hubberston and Pill, in the county of Pembroke," and also "The Milford Improvement Act, 1857."

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 Amendment Act, 1860;" "The Harbours, Docks, and Piers Clauses Act, 1847."

And notice is hereby further given, that duplicate plans and sections describing the lines, situation and levels of the said intended docks and works, and the lands, houses, and other property in or through which the same will be made, or which may be taken, used, or occupied under the powers of the Bill, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1863, be deposited with the Clerk of the Peace for the county of Pembroke, at his office in Haverfordwest, and that a copy of so much of the said plans, sections, and book of reference as relate to each of the parishes in or through which the said intended docks and works are respectively proposed to be made, and also a copy of this notice as published as aforesaid, will be deposited on or before the said 30th day of November with the parish clerk of each such parish, at his residence, and in the case of

any extra-parochial lands with the clerk of some adjoining parish at his place of abode.

And notice is hereby also given, that 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 1863.

Dated the 11th day of November, 1863.

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

In Parliament—Session 1864.

Edgware, Highgate, and London Railway.

(Branch to the Alexandra Park; Powers to the Edgware, Highgate, and London and Great Northern Companies, and to the Alexandra Park Company (Limited); Amendment of Acts)

NOTICE is hereby given, that the Edgware, Highgate, and London Railway Company (who are herein referred to as "the Company"), intend to apply to Parliament in the next session thereof for leave to bring in a Bill to enable them to make and maintain a branch railway, with all needful works, stations, approaches, and conveniences connected therewith, commencing by a junction with the authorised line of the Edgware, Highgate, and London Railway, in the parish of St. Mary Hornsey, at or near a wood, numbered 18 upon the deposited plans of the Edgware, Highgate, and London Railway, referred to in "The Edgware, Highgate, and London Railway Act, 1862," passing thence through or into the parishes of St. Mary Hornsey, St. James and St. John Clerkenwell, and Tottenham, all in the county of Middlesex, and terminating in the last named parish in a field now the property of the Alexandra Park Company (Limited), and within a short distance of the site of the building which is about to be erected by the said Company.

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, drains, pipes, sewers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended branch railway and works, to purchase lands, houses, and other property compulsorily for the purposes of the said intended branch railway and works; to levy tolls, rates, and charges in respect thereof; and to exercise other rights and privileges.

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

To authorise the Great Northern Railway Company and the Alexandra Park Company (Limited), or either of those companies, to contribute towards the cost of constructing the intended branch railway and works and the authorized undertaking of the company, with power to make such contributions out of their respective corporate funds; and the said Bill will, if necessary, empower the Great Northern Railway

Company, for the before-mentioned purposes, to raise further capital 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 the Bill will enable the said Company to hold further shares in the capital of the Company.

The Bill will extend to the branch railway the powers given by "The Edgware, Highgate, and London Railway Act, 1862," of entering into working agreements with the Great Northern Railway Company, and it will in other respects enact that the said branch railway shall form part of the undertaking of the Company.

The said Bill will also enable the Company and the Great Northern Railway Company, or either of those Companies, on the one hand, and "The Alexandra Park Company (Limited)," on the other hand, from time to time to enter into and fulfil agreements with respect to the construction, maintenance, and appropriation of works at Alexandra Park for the accommodation of traffic resorting thereto, the booking and conveyance of such traffic, and the division and appropriation of the revenue arising therefrom.

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 Railway Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of "The Edgware, Highgate, and London Railway Act, 1862," relating to the Company, and of the 9th and 10th Vict., c. 71, and of the several other Acts relating to the Great Northern Railway Company.

Duplicate plans and sections, describing the line, situation, and levels of the proposed branch 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 Middlesex, at his office at the Sessions House, Clerkenwell Green; 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, except in the case of the parish of St. James and St. John, Clerkenwell, in respect of which the before-mentioned documents will be deposited with the clerk of the vestry of that parish, at his office, 23, Upper Rosoman-street.

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

Dated the 6th day of November, 1863.

Johnston, Farquhar, and Leach, 65, Moor-gate-street.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster.

Wensum Valley Railway.

(Incorporation of Company; Construction of Railways between East Dereham and Norwich; Powers over Great Eastern Railway and Stations; Arrangements with Great Eastern, Great Northern, Midland, Peterborough, Wisbeach and Sutton, and Norwich and Spalding 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 (herein called "the Company"), and to enable the Company to make and maintain the railways following, or some or one of them, together with all necessary works, stations, approaches, sidings, and other conveniences connected therewith, that is to say:—

1. A railway (hereinafter called No. 1) commencing in the parish of East Dereham, in the county of Norfolk, by a junction with the Fakenham branch of the Great Eastern Railway, at or near a point thereon, 306 yards, or thereabouts, to the north of the point where that branch crosses the turnpike road leading from East Dereham to Norwich on the level, at or near the northern end of the East Dereham Station, and terminating in the parish of St. Stephen, in the city and county of Norwich, at the north-western side of the road leading from Norwich to Thetford, called St. Stephen's-road, at a point in such road 33 yards, or thereabouts, north-east of the junction of the roads leading from Norwich to Thetford and Norwich to Ipswich respectively, and known as the Newmarket and Ipswich Roads, 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:—East Dereham, Yaxham, Hoe, otherwise Hoo, Swanton Morley, Elsing, Bylaugh, otherwise Belaugh, Sparham, Bawdeswell, Lyng, Alderford, Great Witchingham, Little Witchingham, Lenwade, Weston, otherwise Weston Longville, Morton, otherwise Morton-on-the-Hill, Attlebridge, Ringland, Taverham, Drayton, Costessey, otherwise Cossey, Hellesdon, otherwise Hellesden, in the county of Norfolk, and Earlham Hellesdon, otherwise Hellesden Saint Clement, Heigham, Eaton, and Lakenham, in the county of the city of Norwich, and the liberty of the Town Close, and Saint Stephen, in the city and county of Norwich.

2. A railway (hereinafter called Railway No. 2) commencing at the termination of the last-mentioned Railway No. 1, as hereinbefore defined, and terminating in the parish of or hamlet of Lakenham, in the county of the city of Norwich, by a junction with the Norwich and Ipswich line of the Great Eastern Railway, at a point thereon 110 yards, or thereabouts, to the southward of the bridge which carries the Southwell-road over the last-mentioned railway; and which said intended Railway No. 2 will pass through, from, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Earlham Hellesden, otherwise Hellesdon Saint Clement, Heigham, Eaton, and Lakenham, in the county of the city of Norwich, and the liberty of the Town Close, and Saint Stephen, in the city and county of Norwich.

3. A railway (hereinafter called Railway No. 3) commencing by a junction with the Lynn and Dereham Line of the Great Eastern Railway, in the parish of East Dereham, in the county of Norfolk, at a point on the said Lynn and Dereham Railway, 352 yards, or thereabouts, to the west of the point where that railway crosses

the road leading from East Dereham to Yaxham, on the level, and terminating by a junction with the intended Railway No. 1, in the said last-mentioned parish and county, at a point in the road leading from East Dereham to the north-west corner of Neatherd Moor Common, and which point is 120 yards or thereabouts, east of the point where the said last-mentioned road joins the road leading from East Dereham to Swanton Morley, and which intended Railway No. 3 will pass from, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following, that is to say:—East Dereham, Yaxham, Hoe, otherwise Hoo, and Swanton Morley, all in the said county of Norfolk.

And the said intended Act will confer upon the Company, all or some of the following powers, that is to say:—

To purchase and take by compulsion, or otherwise, for the purposes aforesaid, or any of them, land, houses, and other property, hereditaments, and premises, and to vary and extinguish all existing rights and privileges connected with the lands, houses, and other property, hereditaments, and premises, so to be purchased and taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, and the works connected therewith, or any of them, and to confer, vary, and extinguish other rights and privileges, and also to cross, stop up, alter, or divert, whether temporarily or permanently, any highways, turnpike, or other roads, railways, tramways, streets, paths, passages, aqueducts, rivers, canals, brooks, streams, sewers, waters, watercourses, drains, and pipes, so far as it may be necessary or expedient for the purposes of making and maintaining the said railways, or any of the works, approaches, sidings, stations, or conveniences connected therewith respectively. To levy, tolls, rates, and duties in respect of the said intended railways and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties.

To enable the Company, and any Company by whom the said intended railways, or any of them, may at any time hereafter be lawfully worked or used, to run over, work, and use with their engines, carriages, and waggons of every description, and with their clerks, officers, and servants, so much of the Great Eastern Railway as is situate between the junction therewith of the intended Railway No. 1 and the East Dereham Station, and the Station of the Great Eastern Railway Company on the Fakenham and Dereham Branch, at East Dereham, together with all the stations, sidings, watering-places, water, platforms, approaches, turn-tables, and other works and conveniences connected with so much of the said Great Eastern Railway as aforesaid, and with the said stations, upon such terms and conditions, and on payment of such tolls and charges as may be agreed upon, or as in case of difference shall be settled by arbitration.

To enable the Company, on the one hand, the Great Eastern, the Great Northern, the Norwich and Spalding, and the Lynn and Sutton Bridge, the Midland, the Peterborough, Wisbeach, and Sutton Railway Companies, or any, or either of them, to enter into arrangements and agreements with respect to the working, use, management, and maintenance by the Great Eastern, the Great Northern, and Norwich and Spalding, and Lynn and Sutton, and Midland and Peterborough, Wisbeach and Sutton Railway Companies, or by

any, or either of them, of all or of any of the said intended railways and works, and the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the said intended railways, and the conditions to be performed, with respect to such working, use, maintenance, and management, and the collection, appropriation, apportionment, and distribution of the revenues arising therefrom, and all incidental matters connected therewith.

To make provision for facilitating the interchange and transmission of all traffic whatsoever to, from, and over the said intended railways or any of them, and the said Great Eastern Railway respectively, and to secure through booking to, from, through, and over the said railways respectively; and for fixing, ascertaining, limiting, reducing, 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, as it may be necessary; and to authorise the Companies 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 be entered into, and in default of agreements to confirm all necessary powers for effecting the objects aforesaid, or any of them. 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, 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; 25 and 26 Vic., cap. 1; and 26 and 27 Vic., caps. 203, 191, 147; and all other the Acts relating to the Great Northern Railway Company, the Local and Personal Acts or some of them, that is to say:—The Great Eastern Railway Act, 1862; the Eastern Counties Railway (Epping Lines) Act, 1862; the Eastern Union Railway Act, 1862; and the 26 and 27 Vic., caps. 83, 178, 190, and 225, relating to the Great Eastern Railway Company. The Local and Personal Acts following, or one of them, that is to say:—16 and 17 Vic., cap. 124, and 22 and 23 Vic., cap. 118, relating to the Norwich and Spalding Railway Company; and the Local and Personal Acts following, or one of them, that is to say: the Lynn and Sutton Bridge Railway Act, 1861, and the 26 and 27 Vic., cap. 193, relating to the Lynn and Sutton Bridge Railway Company, the Local and Personal Acts following, or some of them, that is to say:—7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, 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, 88, 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; and 25 and 26 Vic., caps. 81 and 91; and 26 and 27 Vic., caps. 132, 74, and 183, relating to the Midland Railway Company; and any other Act or Acts relating to that Company, and the Local and Personal Act, 26 and 27 Vic., cap. 222, relating to the Peterborough, Wisbeach, and Sutton Railway Company.

Duplicate plans and sections showing the line, situation, and levels of the said intended

railways and works, and the land in or through which the same is intended to be made, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office, in the city of Norwich, and with the Clerk of the Peace for the said city of Norwich and county of the same city, at his office, in the said city; 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, division of parish, or extra-parochial place in or through which the said intended railway and works will be made, together with a copy of the said Gazette notice, will be deposited for public inspection with the parish clerk of such parish or division, or in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 12th day of November, 1863.

Hodding, Townsend, and Co., Solicitors, 3, Princes-street, Westminster.

Bedford Gas.

(Dissolution and Reincorporation of Bedford Gas Light Company, with Powers for Manufacturing and Supplying Gas in Bedford and Neighbouring Parishes—Regulation and Increase of Capital.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to dissolve the Bedford Gas Light Company, and to annul their deed or deeds of settlement, and to re-incorporate the shareholders into a Company by the same or another name, and to vest in the Company all lands belonging to the dissolved Company or held by trustees for them, and which lands are situate in the parish of St. Paul, in the borough of Bedford, in the county of Bedford, and are bounded as follows (that is to say): One piece of such land on the north, partly by premises belonging to Joseph Joy, and partly by premises belonging to Thomas Munsey; on the west, partly by premises belonging to John Smith, partly by premises belonging to Elizabeth Satchell, partly by premises belonging to Thomas Smith, and partly by Priory-street; on the south, partly by premises belonging to William Jones, and partly by premises belonging to John Smith; and on the east, partly by premises belonging to Thomas Munsey, and partly by Grey Friars-walk. And another piece bounded on the north by the road from the town of Bedford to Ford End; on the east and south by land belonging to Thomas Leach; and on the west by land belonging, or reputed to belong, to the Ecclesiastical Commissioners for England.

And also to vest in the Company all other the property, real and personal, undertaking powers, rights, and privileges of the dissolved Company, and to confer upon the Company all other powers, rights, and privileges of the dissolved Company, and to confer upon the Company and all necessary parties all other powers, rights, and privileges that may be necessary, usually granted, proper or expedient, for enabling the Company to manufacture upon all, or either, or any part of the said pieces of land respectively, and to store up and supply gas for public and private lighting within all or parts of the borough of Bedford, and the parishes of Biddenham, Cardington,

Elstow, Goldington, Clapham, and Kempston, in the county of Bedford, and otherwise effectually and profitably to carry on their undertaking.

And it is proposed by the intended Act to define, fix, and regulate the capital of the Company, and convert or authorise the conversion of shares into stock, and to authorise the Company to raise further sums of money by the creation of preference, ordinary, or debenture shares or stock, or by mortgage of their undertaking, and to capitalise certain monies laid out in and available for the extension of works, and to lay down, maintain, and renew mains and pipes, and to purchase lands by agreement for the purposes of their undertaking adjoining or near to the lands belonging to the dissolved Company and elsewhere in the parishes or places aforesaid, and to vary or extinguish all existing rights and privileges connected with such lands, or which would prevent or hinder the undertaking being fully carried into effect, and to confer other rights and privileges, and to authorise contracts and agreements for public lighting, and to authorise levying of rates, rents, and charges, the alteration of existing rates, rents, and charges, and the conferring, varying, and extinguishing of exemptions from payment of rates, rents, and charges.

And notice is hereby also given, that before the 24th day of December, 1863, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 11th day of November, 1863.

T. W. and J. Pearse, Bedford, Solicitors for the Bill.

Pritt, Sherwood, Venables, and Grubbe, 7, Great George Street, Westminster, Parliamentary Agents.

Filey Fishery Harbour.

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December, 1863, by the promoters of the Filey Fishery Harbour for a Provisional Order pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act 1861 Amendment Act," and "The Harbours Transfer Act, 1862," to incorporate a Company by the name of The Filey Fishery Harbour Company as a harbour authority, with all or some of the powers specified in section 15 of "The General Pier and Harbour Act, 1861," including the following powers (that is to say):—

1. To make and maintain a harbour, with piers, jetties, landing places, breakwaters, roads, approaches, embankments, and other works and conveniences connected therewith, for the embarking and landing of persons, fish, animals, and things, as follows (that is to say),

A quay or pier, with all proper works, approaches, and other conveniences connected therewith, commencing about 70 yards southward of a point on the western shore of Filey Bay, called or known as the North Cobble Landing, and extending seawards 1130 yards or thereabouts in an easterly direction; also

A breakwater, commencing at or near to the eastern extremity of Carr Nose Point on the northern side of Filey Bay, and extending along Filey Brigg in an easterly direction for a distance of 300 yards or thereabouts, and thence in a south-easterly direction along the Spittals for a distance of 290 yards or thereabouts.

All other proper and sufficient works and conveniences.

All which works and conveniences will be situate in the township of Filey, in the parish of

Filey, in the North and East Ridings of the county of York, and in the bed of the sea to the seaward there and below low water mark there.

And the following will be the limits of the harbour, that is to say, the lands, foreshore, and bed of the sea contained within the following lines, that is to say, a line distant 400 yards south of the proposed pier and approaches; also a line 100 yards north and east of the proposed breakwater, extending towards the south-east until it meets the extension of the line first described as 400 yards south of the proposed pier; also the line of high-water mark of highest spring tides within the lines respectively hereinbefore described as 400 yards distant from the proposed pier and approaches, and 100 yards distant from the proposed breakwater.

2. To purchase, take on lease, or otherwise acquire by agreement, lands proper for the making and maintaining of the works and conveniences.

3. To borrow, on mortgage or bond, moneys for the purpose of the undertaking.

4. To levy tolls, rates, and duties on vessels and boats using the harbour or other works and conveniences, and on persons, fish, animals, and things entering within the limits of the harbour, or landed or exported there, or passing over any of the works; and to confer exemptions from tolls, rates, or duties; and to confer, vary, or extinguish other rights.

It is proposed to incorporate with the Provisional Order the whole or parts of "The Companies Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts, 1845 and 1860," and "The Harbours, Docks, and Piers Clauses Act, 1847."

On or before the 30th day of November, 1863, proper plans and sections of the proposed works, and also a copy of this notice as published in the London Gazette, will be deposited with the respective Clerks of the Peace for the North and East Ridings of the county of York, at their respective offices at Northallerton and Beverley, and at the office of the Board of Trade, Whitehall, London, and at the Custom House, at Scarborough, in the said county of York.

On and after the 23rd day of December, 1863, printed copies of the proposed Provisional Order will be furnished to all persons applying for the same, at the price of one shilling each, by the Solicitors and Parliamentary Agents for the promoters, at their offices as under.

Dated this 9th day of November, 1863.

Shaw and Tennant, Solicitors, Leeds, Yorkshire.

Tennant and Darley, Parliamentary Agents, 4, Raymond-buildings, Gray's Inn, London.

North Kent Waterworks and Kent Waterworks. (Transfer of North Kent Waterworks Companies; Undertaking to Kent Waterworks Company; Amalgamation of the Companies; Extension of Time; Compulsory Purchase of Lands and Houses, and Completion of Works; Repeal and Amendment of Acts; and further Provisions.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to effect the objects, or some of the objects following, viz.:—

1. The transfer to, and vesting in, the Company of proprietors of the Kent Waterworks (hereinafter called The Kent Waterworks Company) of the undertaking, works, lands, property, rights, easements, powers, and privileges, supply, and sources of supply of the North Kent Waterworks Company (including their powers

for using and acquiring lands, and for the execution and completion of works), or some part thereof, and the sale thereof by the North Kent Waterworks Company, and the purchase thereof by the Kent Waterworks Company.

2. The union and amalgamation of the undertaking, proprietary, stocks, shares, works, lands, rights, easements, powers, and privileges, supply and sources of supply of the North Kent Waterworks Company with those of the Kent Waterworks Company.

3. To authorise the Kent Waterworks Company for all or any of the purposes of the Bill, and for the completion of the North Kent Waterworks Company's undertaking, to apply their corporate funds, and to raise more money, and to create new shares and stock, with or without a preference or priority of interest or dividend, and other special privileges, and to grant mortgages, bonds, annuities, and rent charges.

4. To authorise the North Kent Water Works Company and their proprietors and creditors, or any of them, to accept in lieu of their present shares, stocks, and securities, any shares, stocks, annuities, rent charges, or securities of the Kent Waterworks Company, and to classify, define, alter, and regulate the capital, shares, stocks, debts, liabilities, charges, and securities, priorities, rights, and privileges of the proprietors and creditors of the Kent Waterworks Company.

5. To vary the rents, rates, and charges which the Kent Waterworks Company and the North Kent Waterworks Company respectively are now authorised to take, and to empower the Kent Waterworks Company to take rents, rates, and charges in respect of both undertakings, and to confer, vary, or extinguish exemptions from the payment of any aforesaid rents, rates, and charges, and to vary or extinguish all rights and privileges inconsistent with the objects of the Bill.

6. To confer upon the two Companies all necessary powers for effecting any of the objects of the Bill which are not immediately effected by the Bill, and to sanction and give effect to agreements between the two Companies and their respective directors and proprietors for all or any of the objects of the Bill.

7. To dissolve the North Kent Waterworks Company.

8. To extend the respective periods limited by the North Kent Waterworks Act, 1860, for the construction and completion of the works by that Act authorised, and for the compulsory purchase of the lands and houses required for the same.

9. To extend and apply to the district comprised in the North Kent Waterworks Act, 1860, and to the supply thereof the powers and provisions, or some of the powers and provisions, of the Kent Waterworks Acts, hereinafter named, and (with reference to both or either of the said undertakings) to make further provision for the protection of the works, property, and sources of supply, for defining and regulating the supply, and the terms and conditions thereof, for preventing waste and misuse of water, and for recovery of rates, rents, and charges, and for other purposes.

10. To amend or repeal the powers and provisions, or some of the powers and provisions of "The Kent Waterworks Act, 1809;" "The Kent Waterworks Acts Amendment Act, 1811;" "The Kent Waterworks Acts Amendment Act, 1850;" "The Kent Waterworks Act, 1862;" and "The North Kent Waterworks Act, 1860;" or of some of those Acts, and to confer upon the Kent Waterworks Company further and other powers for the purposes of their undertaking, and of the

undertaking so to be transferred to them or united with their undertaking.

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.

Thomas and Hollams, Mincing-lane, Solicitors for the Bill.

Dovor Gas.

(Amendment of Act; Purchase of Land; New Capital, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to amend "The Dovor Gas Works Act, 1860," and to enlarge and extend the powers thereby conferred upon the Dovor Gas Light Company, and to confer other powers upon such Company, and to make provisions with respect to the capital of such Company, and to authorise the said Company to raise further capital by the creation of shares or stock, and to borrow money on mortgage, and to purchase, by compulsion or agreement, a certain piece of land, situate in the parish of Buckland, in the town and borough of Dovor, in the county of Kent, and bounded as follows, that is to say;—on the east by the London, Chatham, and Dovor Railway; on the south by the road leading from the Dovor and Canterbury turnpike road to the Dovor Union Workhouse; on the west partly by a road leading out of the last-named road and partly to land and hereditaments belonging to Alfred Kingsford, in the occupation of David Brockman; and on the north by the road leading from the said turnpike road to Saint Radigund's Abbey; and to confer full powers upon the Company to construct works for the manufacture of gas upon all or any lands which they may purchase under the provisions of the said intended Act; and to vary or extinguish all rights and privileges in any manner connected with the land which they may so purchase, or which would in any manner interfere with the carrying into effect of the objects and purposes of the said intended Act, and to confer other rights and privileges, and to authorise the Company to alter existing rates, rents, and charges, and to levy or take other rates, rents, and charges; and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges; and that a plan in duplicate of all lands which may be subject to compulsory powers of purchase under the said Bill, and a book of reference thereto, and a copy of this notice will be deposited with the Clerk of the Peace for the county of Kent, at his office in Maidstone, and with the parish clerks of the respective parishes in which such lands are situate, before the 1st day of December, 1863; and that printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons, before the 24th day of December, 1863.

Dated 5th November, 1863.

Fielding and Greenhow, Solicitors for the Bill.

Caledonian and Scottish Central Railway Companies.

(Amalgamation; Facilities in favour of other Companies; Amendment, Repeal, and Consolidation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to effect, or to authorize and provide for, the union and

amalgamation, from and after such period, and upon such terms and conditions, as may have been or may hereafter be agreed upon, or as may be fixed and determined in and by or under the provisions of the said Bill, of the Caledonian Railway Company and the Scottish Central Railway Company into one Company, either by dissolving the said two Companies, and incorporating the shareholders thereof under the name of the Caledonian Central Railway Company, or under such other corporate name or style as may be provided by the said Bill, or by constituting the shareholders in the Scottish Central Railway Company shareholders in the Caledonian Railway Company, under that or such other corporate name or style as may be provided by the said Bill; and, so far as necessary, the vesting in such united Company of the several undertakings of the said existing Companies, and of all their property and effects, and of their respective interests in and with respect to other railway undertakings, ferries, roads, stations, and works, and of their rights, powers, and privileges, of what nature or kind soever, and whether with reference to the management, maintenance, working and use of their respective undertakings, the raising and borrowing of monies, the purchasing of lands and houses by compulsion or agreement, the construction or completion of works, the fixing and levying of tolls, rates, and charges, the acquiring, leasing, managing, maintaining, working, using, subscribing to, or holding shares in or debts affecting other lines of railway, railway stations or works, ferries, or roads, or providing plant and rolling stock, or otherwise, including any works, property, effects, and interests which may become vested in the said existing Companies respectively, or which they may respectively be authorized to construct and acquire, and any rights, powers, and privileges which may be conferred on them respectively in virtue of any Act or Acts which may be passed in the ensuing session of Parliament, but subject, in so far as not otherwise provided by the said Bill, to their debts and liabilities.

And it is intended by the said Bill to provide for the dissolution of each of the said existing Companies, and for the incorporation of the shareholders thereof into one united Company as aforesaid, or for the dissolution of the Scottish Central Railway Company, and for the incorporation of the shareholders thereof with the shareholders of the Caledonian Railway Company, and for the formation, in either case, of one united Company as aforesaid, and for the fulfilment by such united Company of all or some of the contracts, agreements, arrangements, and obligations entered into, or liable to be performed by the said existing Companies, or one of them.

And it is intended by the said Bill to make provision for regulating, fixing, and determining the amount of the capital stock and other share capital of such united Company, and the number and nominal value of the shares or respective classes of shares therein, and the rights, privileges, preferences, and priorities of the several classes of shareholders of the said existing Companies, in the capital stock and other share capital of the united Company.

And it is intended by the said Bill to regulate and fix the amount of mortgage, bond, and funded debt, and debenture stock of such united Company and of the said existing Companies, and to regulate the rights, privileges, preferences and priorities of the holders of such mortgage, bond, and funded debt, and debenture stock, and of the other creditors of the said Companies respectively, in and upon the undertaking and funds of the united Company.

And it is intended by the said Bill to provide that the tolls, rates, and charges, and other revenue

and income of the united Company, after deduction of all expenses and charges incurred in relation to the working, use, management and maintenance of the undertaking of the united Company, and all interests, annuities, rents, guaranteed and preference dividends, share of surplus profits payable to other Companies, rates, taxes, duties, and other annual burdens or claims payable in respect thereof, shall be divided amongst the classes of shareholders in the said united Company representing the holders of the ordinary stock or share capital of the said existing Companies respectively, in such proportions and with such priorities as may have been or may be agreed upon between the said existing Companies, or as may be defined and settled in or provided for by the said Bill.

And it is intended by the said Bill to provide for the appointment of a Board of Directors for the management of the united Company, and to regulate the qualification of shareholders to vote, and the scale and mode of voting by shareholders at all meetings of the united Company or of any classes of the shareholders thereof, and to make other provisions for regulating the management and proceedings of the united Company, and of the Directors and shareholders thereof.

And it is intended by the said Bill, so far as necessary or expedient, to alter the tolls, rates, and charges now leviable by the said existing Companies respectively, or by one of them, and to enable the said united Company to levy the same or lower or higher tolls, rates, and charges; and to confer, vary, and extinguish exemptions from payment of such existing and proposed tolls, rates, and charges, or some of them.

And it is intended by the said Bill to vary or extinguish such of the powers, rights, privileges, preferences, and priorities of the said existing Companies respectively, and of the several classes of guaranteed, preference, and other shareholders therein, and of the holders of mortgages, bonds, funded debt, and debenture stock thereof, and of the Glasgow Garnkirk and Coatbridge Railway Company, the Clydesdale Railway Guaranteed Company, the Greenock Railway Guaranteed Company, the Wishaw Railway Guaranteed Company, the Glasgow Barrhead and Neilston Direct Railway Company, the Lesmahagow Railways Guaranteed Company, the Hamilton and Strathaven Railway Company, the Dumfries Lochmaben and Lockerby Junction Railway Company, the Greenock and Wemyss Bay Railway Company, the Busby Railway Company, the General Terminus and Glasgow Harbour Railway Company, the Monkland Railways Company, the Edinburgh and Glasgow Railway Company, the Edinburgh and Bathgate Railway Company, the Stirling and Dunfermline Railway Company, the Glasgow Airdrie and Monklands Junction Railway Company, the Blane Valley Railway Company, the Glasgow and Milngavie Junction Railway Company, the Alva Railway Company, the Devon Valley Railway Company, the Dunblane Doune and Callander Railway Company, the Forth and Clyde Junction Railway Company, the Crieff Junction Railway Company, the Lancaster and Carlisle Railway Company, the Lancaster and Preston Junction Railway Company, the Glasgow and South-Western Railway Company, the Great Northern Railway Company, the North-Eastern Railway Company, the London and North-Western Railway Company, the Midland Railway Company, the Lancashire and Yorkshire Railway Company, the North British Railway Company, the Scottish North-Eastern Railway Company, the Dundee and Perth and Aberdeen Railway Junction Company, the Dundee and Newtyle Railway Company, the Inverness and Perth Junction Railway Company, and the Company of Proprietors of the

Forth and Clyde Navigation, and of any other Companies and persons, whether secured by Act of Parliament, deed, agreement, or otherwise, as would anyway interfere with the proposed union and amalgamation of the said two first-named Companies, or with any of the powers to be conferred on the united Company, or with any of the other provisions of the said Bill, and to confer, vary, and extinguish other powers, rights, privileges, preferences, and priorities.

And it is intended by the said Bill to make provision for facilitating the interchange and conveyance of traffic between and over the railways of the said united Company and the railways and canals of the other Companies before named respectively, or some of the said railways and canals, or some parts thereof, and for the use, by the said several Companies respectively, or some one or more of them, of the railways, canals, stations, and other works belonging to or under the control of some other or others of such Companies, or some parts thereof, and for the alteration, fixing, collection, and apportionment of the tolls, rates, and charges leviable in respect of such conveyance or use; to empower the said several Companies, or some one or more of them, to enter into agreements with some other or others of such Companies in relation to the said several matters, or some of them, and to confirm certain agreements which have been or may be entered into between certain of the said Companies in relation thereto.

And it is intended by the said Bill, so far as necessary or expedient for the purposes thereof, to amend and enlarge, or to repeal and re-enact and consolidate, with such amendments as may be expedient, all or some of the powers and provisions of the several Acts relating to the Caledonian Railway Company, the Scottish Central Railway Company, and the several other Companies hereinbefore named or referred to, and to their respective undertakings, and to the joint line of railway between Glasgow and Paisley, and the stations at Bridge Street, Glasgow, at Paisley, at Carlisle, at Perth, and at Stirling, in which the said two first-named Companies are respectively interested—that is to say (local and personal) 10 George III, chapter 105; 30 George III, chapter 73; 53 George III, chapter 75; 57 George III, chapter 56; 59 George III, chapter 29; 1 and 2 George IV, chapter 122; 4 George IV, chapter 18; 7 George IV, chapters 45, 101, and 103; 7 and 8 George IV, chapter 88; 10 George IV, chapter 107; 11 George IV, chapters 60, 62, and 125; 1 and 2 William IV, chapters 58 and 60; 2 William IV, chapter 69; 4 William IV, chapter 41; 5 William IV, chapter 30; 6 William IV, chapters 32, 34, 51, and 81; 6 and 7 William IV, chapters 102 and 111; 7 William IV, chapters 22 and 24; 1 Victoria, chapters 22, 25, 68, 100, 116, 117, and 118; 1 and 2 Victoria, chapter 60; 2 and 3 Victoria, chapters 55 and 58; 3 Victoria, chapters 14 and 53; 3 and 4 Victoria, chapters 4, 107, and 123; 4 Victoria, chapters 5, 7, 11, and 26; 4 and 5 Victoria, chapters 54, 55, and 59; 5 Victoria, session 2, chapters 29, 41, 80, and 83; 6 Victoria, chapter 8; 6 and 7 Victoria, chapters 4, 49, 55, and 63; 7 Victoria, chapters 16, 21, 27, 34, and 37; 7 and 8 Victoria, chapters 3, 18, 59, 60, 61, 66, 82, 87, and 98; 8 Victoria, chapter 3; 8 and 9 Victoria, chapters 31, 32, 34, 35, 36, 37, 38, 39, 43, 44, 49, 54, 56, 57, 58, 83, 84, 90, 92, 95, 101, 103, 104, 105, 109, 111, 112, 123, 148, 153, 156, 157, 160, 162, 163, 166, 170, 171, 172, 181, 192, and 198; 9 Victoria, chapters 11, 51, 58, 59, 60, 65, 66, and 67; 9 and 10 Victoria, chapters 71, 75, 77, 78, 80, 81, 82, 88, 89, 95, 96, 102, 130, 133, 142, 143, 147, 149, 152, 153, 154, 156, 157, 163, 164, 182, 184, 185, 188, 192, 193, 201, 202, 203, 204, 206, 207, 212, 228,

229, 231, 232, 233, 235, 241, 242, 243, 244, 247, 248, 249, 254, 255, 257, 259, 261, 262, 263, 264, 265, 266, 269, 271, 272, 276, 277, 282, 300, 301, 302, 306, 309, 310, 311, 312, 314, 322, 323, 324, 326, 328, 329, 330, 331, 332, 334, 340, 354, 359, 368, 369, 378, 379, 380, 381, 384, 390, 395, and 396; 10 Victoria, chapters 22, 23, and 24; 10 and 11 Victoria, chapters 39, 73, 75, 82, 83, 89, 90, 95, 103, 105, 106, 107, 113, 114, 117, 118, 120, 121, 122, 125, 131, 132, 133, 134, 135, 139, 140, 141, 142, 143, 146, 148, 150, 159, 161, 163, 164, 166, 168, 169, 172; 178, 183, 188, 191, 210, 214, 215, 216, 218, 219, 221, 228, 236, 237, 240, 245, 246, 270, 272, 278, 286, 287, 288, 289, and 294; 11 and 12 Victoria, chapters 21, 24, 26, 41, 52, 53, 54, 55, 56, 57, 58, 60, 62, 67, 68, 71, 72, 73, 78, 81, 84, 88, 114, 115, 116, 118, 121, 127, 129, 130, 131, 134, 148, 154, and 160; 12 and 13 Victoria, chapters 27, 39, 50, 58, 60, 67, 71, 74, 81, 84, 86, 87, and 90; 13 and 14 Victoria, chapters 27, 36, 38, 39, 53, 61, 78, 83, 94, 95, and 99; 14 Victoria, chapters 28 and 39; 14 and 15 Victoria, chapters 45, 46, 47, 55, 56, 57, 62, 63, 84, 85, 88, 89, 94, 99, 113, 114 and 134; 15 Victoria, chapters 36, 37, 45, 57, 83, 96, 98, 105, 109, and 114; 15 and 16 Victoria, chapters 127, 132, and 144; 16 Victoria, chapter 33; 16 and 17 Victoria, chapters 52, 63, 82, 83, 90, 97, 101, 108, 109, 110, 125, 136, 145, 149, 151, 152, 157, 160, 161, 163, 188, 205, 211, 216, and 222; 17 Victoria, chapters 58, 59, and 73; 17 and 18 Victoria, chapters 117, 146, 155, 156, 164, 184, 201, 204, and 211; 18 Victoria, chapter 56; 18 and 19 Victoria, chapters 91, 96, 97, 124, 127, 129, 158, 172, 190, and 194; 19 and 20 Victoria, chapters 52, 54, 69, 98, 99, 106, 113, 114, 123, and 134; 20 and 21 Victoria, chapters 19, 33, 34, 40, 46, 64, 78, 91, 98, 108, 123, 124, 128, 129, 138, 149, 151, and 161; 21 Victoria, chapters 13, 14, and 15; 21 and 22 Victoria, chapters 64, 65, 66, 73, 75, 106, 109, 113, 115, 116, 117, 122, 128, 130, 131, 134, and 143; 22 Victoria, chapter 35; 22 and 23 Victoria, chapters 1, 2, 3, 5, 10, 14, 18, 24, 32, 34, 40, 73, 83, 88, 91, 96, 100, 110, 113, 124, 126, 127, 129, 130, 134, and 136; 23 Victoria, chapters 44, 52, 65, 66, 67, 72, 77, 79, 83, 87, 91, and 97; 23 and 24 Victoria, chapters 120, 140, 144, 145, 159, 168, 178, 195, and 198; 24 and 25 Victoria, chapters 34, 35, 36, 37, 50, 57, 63, 66, 70, 72, 84, 86, 96, 101, 102, 106, 110, 114, 123, 128, 130, 131, 135, 139, 141, 157, 163, 166, 177, 186, 195, 198, 200, 201, 202, 205, 208, 214, 223, 226, 228, 229, 230, and 248; 25 Victoria, chapters 1, 35, 40, 47, 48, 49, and 51; 25 and 26 Victoria, chapters 54, 55, 64, 66, 78, 81, 85, 90, 91, 97, 98, 100, 104, 106, 112, 118, 120, 121, 135, 136, 137, 138, 142, 145, 146, 148, 154, 160, 171, 173, 176, 181, 189, 194, 198, 200, 208, and 209; 26 Victoria, chapters 5, 10, 14, 24, 25, 26, 38, 47, 58, and 61; and 26 and 27 Victoria, chapters 74, 122, 124, 147, 148, 149, 157, 177, 182, 183, 187, 191, 194, 195, 213, 217, 221, 223, 226, 231, 237, and 238; and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies and undertakings or works, or any other Company or body who, or whose property and interests, may be affected by any of the powers or provisions of the said Bill.

And notice is hereby given, that on or before the 23rd day of December next, printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons.

Dated this third day of November, 1863.

Hope and Mackay, W. S., Edinburgh.

Grahams and Wardlaw, 30, Great George Street, Westminster.

South Eastern Railway.

(No. 1.)

(Extensions to Croydon, Caterham Junction, and Westerham—Additional Capital—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the South Eastern Railway Company (hereinafter called "The Company") for an Act for the following purposes, or some of them:—

To authorise the Company to make and maintain the railways hereinafter mentioned, 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) to commence in the parish of Croydon, in the county of Surrey, by a junction with the railway authorised by "The Mid Kent (Addiscombe) Railway Act, 1862," and now in course of construction, at a point thereon seven chains or thereabouts, measured in a south-westerly direction from the south side of a bridge which carries a road called Black Horse Road or Lane, leading from Woodside Green to the Black Horse public house, over the said authorised railway, and to terminate in the parish of Croydon, in the county of Surrey, at a point in a garden of a house belonging to Thomas Treadwell, Esquire, in the occupation of Charles Walton, Esquire, which house and garden are situate on the south side of a road leading from Croydon to Addiscombe, called the Addiscombe-road, and which point is eighty links or thereabouts in a southerly direction from the south-west angle of the said house, which said intended railway (No. 1) will be wholly made or situate within the said parish of Croydon, in the county of Surrey:—

A railway (No. 2) to commence in the parish of Croydon, in the county of Surrey, by a junction with the said intended railway (No. 1), on the western side of an occupation road or way leading from the Addiscombe-road, which occupation road or way abuts towards the east on a house and premises in the occupation of Thomas Benjamin Muggeridge, Esquire, and at a point in such occupation road four chains or thereabouts (measured along such road) in a northerly direction from the said Addiscombe-road, and to terminate in the parish of Coulsdon, in the county of Surrey, by a junction with the Caterham Branch of the South-Eastern Railway, at a point thereon, twenty-six chains and twenty-five links or thereabouts measured along the said branch from the south end of the eastern parapet of a bridge which carries the London, Brighton, and South Coast Railway over the turnpike road leading from the Caterham Junction Station to Godstone, 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): Croydon, Addington, Saunderstead, Beddington, Warlingham, Woodmanstone, Caterham, and Coulsdon, all in the county of Surrey:—

A railway (No. 3) to commence in the parish of Otford, in the county of Kent, by a junction with the railway (No. 1) authorised by "The South-Eastern Railway (Tunbridge

and Dartford Lines) Act, 1862," at a point on such authorised railway as set out for construction five and a half chains, or thereabouts, measured along that railway, in a south-westerly direction from the fence dividing a wood belonging to Samuel Wreford, Esquire, and in the occupation of himself and Robert John Nash, or one of them (and numbered 31 in the said parish on the plans deposited, as in that Act mentioned, with the Clerk of the Peace for the county of Kent), from the field numbered 28 in that parish on the said plans, and to terminate in the parish of Westerham, in the county of Kent, in a field belonging to Admiral Charles Warde, and in the occupation of John Cattell, and which field is situate on the eastern side of and adjoining the turnpike road leading from Westerham to Bromley, and at a point in such field near the fence dividing it from the said road, and opposite the Girls' National School at Westerham, which said intended railway (No. 3) 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): Otford, Dunton Green, Riverhead, Sevenoaks, Chevening, Chipsted, Sundridge otherwise Sundrish, Brasted otherwise Brasted, and Westerham, all in the county of Kent:—

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, 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:

To empower the Company to purchase, by compulsion or agreement, lands, houses, and hereditaments 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 authorise the Company to levy tolls, rates, and duties for or in respect of the said intended railways and works, and to grant exemptions from the payment of such tolls, rates, and duties:

To authorise the Company to raise a further sum of money (for all or any of the purposes of the intended Act, and for the general purposes of the Company, or either of them), by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any 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 incorporate with the intended Act 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"

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, 6 Will. IV., cap. 75; 1 Vict. cap. 93; 2 Vict. cap. 42; 2 and 3 Vict. cap. 79; 3 Vict. cap. 46; 5 Vict. Sess. 2, cap. 3; 6 and 7 Vict. caps. 51, 52, and 62; 7 Vict. cap. 25; 7 and 8 Vict. caps. 69 and 91; 8 and 9 Vict. caps. 167, 186, 197, and 200; 9 Vict. caps. 55, 56, and 64; 9 and 10 Vict. caps. 305 and 399; 10 and 11 Vict. caps. 104 and 230; 13 and 14 Vict. cap. 31; 15 and 16 Vict. cap. 103; 16 and 17 Vict. caps. 116, 121, 130, and 156; 18 and 19 Vict. cap. 16; 20 and 21 Vict. cap. 155; 22 and 23 Vict. cap. 35; 24 Vict. cap. 12; 24 and 25 Vict. cap. 191; 25 and 26 Vict. cap. 96; 26 and 27 Vict. cap. 115; and the several Acts relating to the London and Greenwich Railway (that is to say): the Acts (local), 3 and 4 Will. IV. cap. 46; 7 Will. IV. and 1 Vict. caps. 3, 50, and 120; 1 and 2 Vict. cap. 4; 2 and 3 Vict. cap. 19; 3 and 4 Vict. caps. 127 and 128; 5 and 6 Vict. cap. 102; and 8 and 9 Vict. cap. 80: "The Mid Kent Railway Act, 1855," "The Mid Kent (Addiscombe) Railway Act, 1862," and "The Mid Kent Railway Act, 1863," and the several Acts relating to the London, Brighton, and South Coast Railway Company (that is to say): Local and personal Acts, 5 and 6 Will. IV. cap. 10; 6 and 7 Will. IV. cap. 121; 7 Will. IV. and 1 Vict. cap. 119; 1 and 2 Vict. cap. 20; 2 and 3 Vict. cap. 18; 3 and 4 Vict. cap. 129; 6 and 7 Vict. caps. 27 and 62; 7 and 8 Vict. caps. 67, 91, 92, and 97; 8 and 9 Vict. caps. 52, 118, 196, 199, and 200; 9 and 10 Vict. caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict. caps. 167, 244, and 276; 11 and 12 Vict. cap. 136; 16 and 17 Vict. caps. 41, 86, 88, 100, and 180; 17 and 18 Vict. caps. 61, 68, and 210; 18 and 19 Vict. caps. 114 and 169; 19 and 20 Vict. caps. 87, 92, and 105; 20 and 21 Vict. caps. 60, 72, 133, and 143; 21 and 22 Vict. caps. 57, 84, 101, 104, and 118; 22 Vict. cap. 3; 22 and 23 Vict. caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vict. caps. 109, 158, 171, 172, and 174; 24 and 25 Vict. caps. 120, 174, and 234; 25 and 26 Vict. caps. 68, 78, 151, and 210; and 26 and 27 Vict. caps. 137, 142, 192, 218, and 227.

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 the intended railways 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 as follows (that is to say); as regards the railways and works situate in the county of Surrey, with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in the said county; and as regards the railway and works situate in the county of Kent, with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish 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 afore-

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

Dated the 12th day of November, 1863.

Henry Toogood, 16, Parliament-street,
Westminster, Solicitor.

South Eastern Railway.

(No. 2.)

(Extension to Eastbourne; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the South Eastern Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them:

To authorise the Company to make and maintain the following railway, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):

A railway to commence in the parish of Battle, in the county of Sussex, by a junction with the Tunbridge Wells and Hastings Branch of the South Eastern Railway, at a point thereon distant thirty-three chains and thirty-five links, or thereabouts (measured along that branch) south from the bridge No. 84, carrying the turnpike road from Battle to Hastings over the said Tunbridge Wells and Hastings Branch, and to terminate in the parish of Eastbourne, in the county of Sussex, in a certain garden belonging to and in the occupation of Miss Sarah Pendrell, which said garden is situate on the north side of a certain road called the Terminus Road, and near to the junction of that road with a certain other road, called or known by the name of the Langney Road, which said intended railway 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): Battle, Catsfield, Ninfield, Ashburnham, Wartling, Hooe, Bexhill, Pevensy, Westham, Willingdon, Southbourne, and Eastbourne, all in the county of Sussex:

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, 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:

To empower the Company to purchase, by compulsion or agreement, lands, houses, and hereditaments for the purposes of the said intended railway 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 authorise the Company to levy tolls, rates, and duties for or in respect of the said intended railway and works, and to grant exemptions from the payment of such tolls, rates, and duties:

To authorise the Company to raise a further sum of money (for all or any of the purposes of the intended Act, and for the general purposes of the Company, or either of them), by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any 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 incorporate with the intended Act 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:"

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, 6 Will. IV, cap. 75; 1 Vict. cap. 93; 2 Vict. cap. 42; 2 and 3 Vict. cap. 79; 3 Vict. cap. 46; 5 Vict. Sess. 2, cap. 3; 6 and 7 Vict. caps. 51, 52, and 62; 7 Vict. cap. 25; 7 and 8 Vict. caps. 69 and 91; 8 and 9 Vict. caps. 167, 186, 197, and 200; 9 Vict. caps. 55, 56, and 64; 9 and 10 Vict. caps. 305 and 399; 10 and 11 Vict. caps. 104 and 230; 13 and 14 Vict. cap. 31; 15 and 16 Vict. cap. 103; 16 and 17 Vict. caps. 116, 121, 130, and 156; 18 and 19 Vict. cap. 16; 20 and 21 Vict. cap. 155; 22 and 23 Vict. cap. 35; 24 Vict. cap. 12; 24 and 25 Vict. cap. 191; 25 and 26 Vict. cap. 96; 26 and 27 Vict. cap. 115; and the several Acts relating to the London and Greenwich Railway (that is to say): the Acts (local), 3 and 4 Will. IV. cap. 46; 7 Will. IV. and 1 Vict. caps. 3, 50, and 120; 1 and 2 Vict. cap. 4; 2 and 3 Vict. cap. 19; 3 and 4 Vict. caps. 127 and 128; 5 and 6 Vict. cap. 102; and 8 and 9 Vict. cap. 80:

And notice is hereby further given, that plans and sections of the said intended railway and works, together with a book of reference to such plans, a published map with the line of the intended railway delineated thereon, so as to show its general course and direction, and a copy of this notice, as published in the London Gazette, will, on or before the thirtieth 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, in the said county; and that, on or before the said thirtieth 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 railway 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 twenty-third 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 12th day of November, 1863.

Henry Toogood, 16, Parliament-street,
Westminster, Solicitor.

South-Eastern Railway.

(No. 3.)

(Extensions to Cranbrook, Tenterden, Appledore, Hythe, and Sandgate; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the South-Eastern Railway

Company (hereinafter called "The Company") for an Act for the following purposes, or some of them:

To authorise the Company to make and maintain the railways hereinafter mentioned, 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) to commence in the parish of Brenchley, in the county of Kent, by a junction with the main line of the South-Eastern Railway, at a point thereon one and a-half chains, or thereabouts (measured along that railway) on the Dover or eastern side from the point where the down line of the said railway is crossed by the up line of the Maidstone Branch of the said South Eastern Railway, and to terminate in the parish of Cranbrook, in the county of Kent, in a field at Hartley, belonging to Alexander James Beresford Beresford-Hope, Esq., and occupied by Thomas Clark (which field adjoins and is on the western side of the turnpike road leading from Hawkhurst and Tubb's Lake to Cranbrook), at a point in such field near the fence dividing it from the said road, which point is twelve chains, or thereabouts, in a southerly direction from the Hartley Turnpike Gates; which said intended railway 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: Brenchley, Hartley, Yalding, Horsmonden, Lamberhurst, Goudhurst, Hawkhurst, and Cranbrook, all in the county of Kent:

A railway (No. 2) to commence in the parish of Cranbrook, in the county of Kent, by a junction with the said intended railway (No. 1), at the termination thereof as hereinbefore described, and to terminate in the parish of Tenterden, in the county of Kent, in a field or hop garden called or known as "Ashbourne Brook or the Brook Garden," belonging to Francis Morrison, Esq., and occupied by William Hilder, which field or hop garden is situate on the south side of and adjoins the turnpike road leading from Rolvenden to Tenterden, and near Ashbourne Mills; 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: Cranbrook, Benenden, Hawkhurst, Sandhurst, Newenden, Rolvenden, and Tenterden, all in the county of Kent:

A railway (No. 3) to commence in the parish of Rolvenden, in the county of Kent, by a junction with the said intended railway (No. 2) in a field called or known as "Lower Lane Field," belonging to Robert Thomas Gybbon Monypenny, Esq., and occupied by Mr. Charles Vincer Drury and Mr. Thomas Rubie Harden, as executors of the late John Drury, which field is situate on the north-eastern side of and adjoins the turnpike-road leading from Wittersham to Rolvenden, and near Hill Gate Farm, and to terminate in the parish of Appledore, in the county of Kent, by a junction with the Ashford and Hastings Branch of the South-Eastern Railway, at a point thereon fourteen chains, or thereabouts (measured along the said branch) in a southerly direction from the south end of the down platform of the Appledore station on the said branch, which said intended railway (No. 3) 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: Rolvenden, Tenterden, Wittersham, Ebony, Stone, Appledore, Snargate, and Kennardington, all in the county of Kent:

A railway (No. 4) to commence in the parish of Saltwood, in the county of Kent, by a junction with the South-Eastern Railway at a point thereon on the east side of and immediately adjoining a certain bridge called "Sandling Bridge," by which the road leading from Saltwood Green to and up a certain hill called "Sandling Bridge Hill" and on to Honeywood Corner is carried over the said South Eastern Railway, and to terminate in the parish of Cheriton, in the county of Kent, and within the district of the Sandgate Local Board of Health, in or near a piece or parcel of land or ground vested in Her Majesty's Secretary of State for War, (being part of or near to a certain encampment called "Shorncliffe Camp,") and close to or adjoining and on the west side of a certain battery or fort called "Shorncliffe Battery," or "Shorncliffe Fort," 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; Saltwood, Newington, Seabrook, Cheriton, and Sandgate, all in the county of Kent.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, 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:

To empower the Company to purchase, by compulsion, or agreement, lands, houses, and hereditaments for the purposes of the said intended railways and works, or any or either of them, 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 authorise the Company to levy tolls, rates, and duties for or in respect of the said intended railways and works, and to grant exemptions from the payment of such tolls, rates, and duties:

To authorise the Company to raise a further sum of money (for all or any of the purposes of the intended Act, and for the general purposes of the Company, or either of them), by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any 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 incorporate with the intended Act 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:"

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, 6 Will. IV. cap. 75; 1 Vict. cap. 93; 2 Vict. cap. 42; 2 and 3 Vict. cap. 79; 3 Vict. cap. 46; 5 Vict. Sess. 2, cap. 3; 6 and 7 Vict. caps. 51, 52, and 62; 7 Vict. cap. 25; 7 and 8 Vict., caps. 69 and 91; 8 and 9 Vict. caps. 167, 186, 197, and 200; 9 Vict. caps. 55, 56, and 64; 9 and 10 Vict. caps. 305 and 399; 10 and 11 Vict. caps. 104 and 230; 13 and 14 Vict. cap. 31; 15 and 16 Vict. cap. 103; 16 and 17 Vict. caps. 116, 121, 130, and 156; 18 and 19 Vict. cap. 16, 20 and 21 Vict. cap. 155; 22 and 23 Vict. cap. 35; 24 Vict. cap. 12; 24 and 25 Vict. cap. 191; 25 and 26 Vict. cap. 96; 26 and 27 Vict. cap. 115; and the several Acts relating to the London and Greenwich Railway, that is to say: the Acts (local), 3 and 4 Will. IV. cap. 46; 7 Will. IV. and 1 Vict. caps. 3, 50, and 120; 1 and 2 Vict. cap. 4; 2 and 3 Vict. cap. 19; 3 and 4 Vict. caps. 127 and 128; 5 and 6 Vict. cap. 102; and 8 and 9 Vict. cap. 80:

¶ 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 railways 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 thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county; and that on or before the said thirtieth 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 twenty-third 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 twelfth day of November, 1863.

Henry Toogood, 16, Parliament-street,
Westminster, Solicitor.

Chorley Local Board.

(Water and Gas supply; Power to Local Board to Construct and Lay down Conduits, Mains, and other works; Arrangements with Corporation of Macclesfield; Power to levy Water and Gas and other Rates; Alteration of General District and other Rates; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to confer upon the Local Board for the district of Chorley, in the county of Chester (hereinafter called the Local Board), powers for supplying with water and gas their existing district, together with the townships and other places hereinafter specified, and for enabling them to effect the objects, or some of the objects, hereinafter mentioned (that is to say):

To construct and maintain a conduit or line of pipes for the supply of water, commencing in the township of Macclesfield, in the parish of Prestbury, and county of Chester, from, and out of,

and by a junction with an existing conduit of the Mayor, Aldermen, and Burgesses of the borough of Macclesfield, hereinafter called the Corporation of Macclesfield, at or near the point where the same discharges into the reservoir called or known as Leadbeater's Reservoir, and passing from, through, and into the several parishes, townships, and extra-parochial or other places of Macclesfield, Upton, Fallibroome, Prestbury, Over Alderley, Nether Alderley, Chorley, Wilmslow, or some of them, all in the county of Chester, and terminating in the township of Chorley, in the parish of Wilmslow, and county of Chester, at or near a point in the road leading from Macclesfield to Chorley, at or near the house known as Croston Tower:

Together with all necessary and convenient filter beds, cisterns, tanks, sluices, pipes, culverts, engines, buildings, machinery, embankments, approaches, and other works connected therewith, or incidental thereto, in the parishes, townships, and places aforesaid, or some of them:

To lay down and maintain a main or line of pipes for the supply of gas, commencing in the said township of Macclesfield at or near the gasworks of the Corporation of Macclesfield, and passing thence from, in, through, and into the said several before-named parishes, townships, extra-parochial and other places of Macclesfield, Upton, Fallibroome, Prestbury, Mottram St. Andrew, Over Alderley, Nether Alderley, Chorley, Wilmslow, or some of them, and terminating in the said township of Chorley, at or near a point in the road called Jennyheys-lane, near to the public-house called the Royal Oak:

To lay down and maintain pipes, culverts, mains, and other works, in, under, over, or across, and to cross, break up, alter, divert, or stop up, either temporarily or permanently, roads, highways, footpaths, streets, public places, bridges, canals, towing-paths, railways, tramways, sewers, drains, streams, brooks, and watercourses, in the parishes, townships, and places before mentioned, or some of them, for all or any of the purposes of the intended Bill:

To take by agreement, divert, appropriate, and apply so much of the water and gas now or hereafter belonging to the Corporation of Macclesfield as may be necessary for the purposes of the Bill.

To purchase, by compulsion or agreement, and to take on lease, and also to take grants of easements over lands, houses, roads, waters, springs, streams, and other hereditaments for the purposes of the Bill, or any of them, and to vary or extinguish any rights or privileges connected with the same, which would interfere with those purposes or any of them:

To enable the Local Board to supply with water and gas for domestic, trade, sanitary, and other purposes, their existing district, and also such parts of the townships of Chorley, Bollin-Fee, Fulshaw, and Pownall-Fee, in the said parish of Wilmslow, as may not be comprised within their district, and also the townships of Upton, Fallibroome, Prestbury, and Mottram Saint Andrew, in the said parish of Prestbury, and Over Alderley and Nether Alderley, in the said parish of Alderley, or any or either of them, or any parts thereof:

To enable the Corporation to supply with water the said township of Upton, and for that purpose to extend the powers and provisions of "The Macclesfield Borough Waterworks Act, 1849," to that township, so far as relates to such supply:

To levy rates, rents, and charges for and in respect of such proposed supply of water and gas, and to confer exemptions from the payment thereof:

To enable the Local Board to purchase, and the Corporation of Macclesfield to sell, water and gas for the purposes of such proposed supply, and to enter into and carry into effect any contracts or agreements for such purpose, and to confirm, with or without any variations thereof, any contracts or agreements already made or hereafter to be made between them with reference thereto:

To enable the Local Board to apply to the purposes of the intended Bill, or any of them, any funds, or moneys, or rates, or rents, belonging to them, or which they are or may be empowered to raise, and to authorize the Local Board to raise additional funds for the purposes of the intended Bill, or any of them, by borrowing on the credit of the works, rates, or rents to be authorized by the intended Bill, or on the credit of any property of any description of the Local Board, or of any rates or rents of any description which they are or may be authorized to levy or receive, or by all or any of such means:

To vary the general district rates, and rates of any other description now levied or leviable in the said district, to levy new or additional rates therein, to confer, vary, or extinguish exemptions from the payment of such rates, and to confer, vary, or extinguish other rights and privileges:

To amend or repeal "The Macclesfield Improvement Act, 1852;" the local and personal Act, 12 and 13 Vict., cap. 26, relating to the better supply of the borough of Macclesfield with water, and other purposes; "The Macclesfield District Gas Act, 1860;" and also, if necessary or expedient, to alter and vary the provisions of "The Public Health Act, 1848," of "The Local Government Act, 1858," and of "The Local Government Act (1858) Amendment Act, 1861," so far as the same may have reference to the Local Board, or as may be necessary for the purposes of the intended Bill:

To incorporate with the Bill "The Waterworks Clauses Acts, 1847 and 1863;" "The Gasworks Clauses Act, 1847;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act Amendment Act, 1860;" or some of them, or some parts thereof, and also such parts of "The Railways Clauses Consolidation Act, 1845," relating to roads and the temporary occupation of lands, and to other matters as may be deemed expedient.

And notice is hereby also given, that plans and sections 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, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office in the city of Chester; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish, or extra-parochial place, 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 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.

Thomas Parrott, Town Clerk of Macclesfield;

William Lister Welsh, Law Clerk to the Chorley Local Board;
Solicitors for the Bill.

J. Dorington and Co., 6, Parliament-street,
Parliamentary Agents.

In Parliament—Session 1864.

Rhymney Railway.

(Power to make Railways from Cardiff to Caerphilly, and up the Aber and Gledyr Valleys; Compulsory purchase of Lands; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that the Rhymney Railway Company (hereinafter called the Company) intend to make application to Parliament in the ensuing session for an Act to empower them to make and maintain the Railways hereinafter mentioned, or some or one of them, with all proper approaches, stations, works, and conveniences connected therewith, that is to say:—

Railway No. 1.—A railway commencing in the parish of St. John the Baptist, Cardiff, in the county of Glamorgan, by a junction with the Bute Dock Branch of the Rhymney Railway, at or near the north-westerly end of the Cardiff station on that railway, known as Adam-street station, and passing from, through, or into the several parishes and places following, or some of them, viz., St. John the Baptist Cardiff, Roath, Llandaff, Llanishen, Lisvane, Whitchurch, Rudry, Eglwysilan, Bedwas, Rhydyboithan, Energlyn, Van, and Hendredenny, and terminating in the parish of Eglwysilan in the said county, by a junction with the main line of the Rhymney Railway, at a point thereon, 15 chains or thereabouts, in a north-easterly direction from the Caerphilly station on that railway.

Railway No. 2.—A railway to be wholly situate in the said parish of Eglwysilan, and commencing by a junction with the main line of the Rhymney Railway, at or near the point thereon where the said railway No. 1 is described as terminating, and terminating in a field, No. 1883, on the tithe commutation map of that parish, at or about the point about nine chains in a north-westerly direction from certain buildings known as Gellyddu-Uchaf.

Railway No. 3.—A railway to be also wholly situate in the said parish of Eglwysilan, and commencing by a junction with the main line of the Rhymney Railway, at a point thereon, 13 chains or thereabouts in a westerly direction from the Caerphilly station on that railway, and terminating in a field, numbered 681 on the tithe commutation map of that parish, 5 chains or thereabouts in a northerly direction from certain buildings known as Gwaun Gledyr Uchaf.

Railway No. 4.—A railway commencing in the parishes of Bedwas and Rudry, or one of them, in the county of Glamorgan, by a junction with the intended railway hereinbefore described as railway No. 1, at a point thereon near the Van colliery, and terminating in the said parishes of Bedwas and Eglwysilan, or one of them, by a junction with the Caerphilly branch of the Rhymney Railway, as authorised to be made at or near the termination thereof, and which said intended railway will be wholly situate in the said parishes of Bedwas, Rudry, and Eglwysilan, or some of them, in the said county of Glamorgan.

And it is proposed by the said intended Act, to confer upon the Company all necessary powers for

effecting the purposes following (that is to say): to stop up, alter, divert, or cross, either temporarily or permanently, any turnpike or other roads, highways, footpaths, ways and rights of way, streets, railways, tramways, tunnels, canals, aqueducts, streams, rivers, navigations, bridges, sewers, drains, pipes, and watercourses within the before-named parishes or places, or any of them, which it may be necessary or desirable to stop up, alter, divert, or cross for any of the purposes of the said intended railways and works, or any or either of them. To make lateral deviations from the lines of the said intended railways and works to the extent and within the limits defined upon the plans hereinafter mentioned, and to purchase, by compulsion or otherwise, lands, houses, and hereditaments for the purposes of the intended railways and works, and every or any of them, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments; to levy tolls, rates, and duties upon or in respect of the intended railways and works, and every of them; and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

And it is proposed by the intended Act, to empower the Company to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them or under the control of their directors, and if they shall think fit to raise additional moneys for those purposes by the creation of new shares in their undertaking, with or without preference or priority, or other rights or privileges, or by mortgage or bond, or by both those means, or by such other means as Parliament shall authorise and direct.

And it is also proposed by the intended Act, to provide 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 railways of the Company, from, to, or over the Rhymney Railway, or any part thereof, 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 notice is hereby further given, that for carrying into effect all or any of the above objects, it is intended to alter, amend, extend, vary, enlarge, or repeal so far as may be necessary or desirable, all or some of the powers and provisions of the following Acts relating to the Rhymney Railway Company, namely, 17 and 18 Vic., cap. 193; 18 and 19 Vic., cap. 110; 20 and 21 Vic., cap. 140; and 24 and 25 Vic., cap. 144, and any other Act or Acts directly or indirectly relating to the Rhymney Railway Company.

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 a book of reference to such plans, a published map, with the lines of the intended railways delineated thereon; and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November, instant, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and that a copy of so much of the said plans, sections, and book 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, instant, 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.

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

Dated this 11th day of November, 1863.

W. Gascoigne Roy, 28, Great George-street, Westminster, Solicitor; and

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

Brecon and Merthyr Tydfil Junction Railway

(No 1.)

(Arrangements with the Hereford, Hay, and Brecon, the Kington and Eardisley, the Neath and Brecon, and the Brecon and Llandoverly Junction Railway Companies; Construction of the Merthyr Curve by the Company instead of the Vale of Neath Railway Company, and other Provisions affecting the last mentioned Company; Deviations of authorised and existing Lines; Further Money Powers; Amendments 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 purposes or some of the purposes following (that is to say):—

To empower the Hereford, Hay, and Brecon Railway Company, the Kington and Eardisley Railway Company, the Neath and Brecon Railway Company, and the Brecon and Llandoverly Junction Railway Company, or any or either of them (on the one side) and the Brecon and Merthyr Tydfil Junction Railway Company (hereinafter called "the Company") and any companies or persons working or using the railways, or any part of the railways of the Company (on the other side) to enter into and carry into effect contracts 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 any other of them or any part thereof respectively, and with reference to the regulation, management, and transmission of the traffic thereon, the collection, payment, division, appropriation, and distribution of the tolls, and other income and profits arising therefrom, the employment of officers and servants, and the rent, payment, allowances, or considerations either annual, periodical, or in gross, to be paid or made by any or either of the contracting companies, to the other or others of them, and any incidental matters.

To empower the Company to make or complete and maintain the deviation and junction railways and other works hereinafter mentioned, with stations, sidings, and other conveniences connected with such railways, and to effect the other objects hereinafter mentioned, that is to say:—

First (The Dowlais Roadside Pond Deviation).—A deviation railway to commence in the parish of Merthyr Tydfil and county of Glamorgan by a junction with the line of railway thirdly authorised by the "Brecon and Merthyr Railway Act, 1862," at or near a point distant 1 mile and 43 chains or thereabouts from the authorised commencement of the said last mentioned railway, and to terminate in the parish of Gelligaer in the same county by a junction with the line of railway fourthly authorised by the "Brecon

and Merthyr Railway Act, 1862," at or near a point distant fifty chains or thereabouts from the authorised commencement near the Dowlais roadside pond of that railway, which intended deviation railway to be authorised by the Bill will be wholly within the parishes of Merthyr Tydfil and Gelligaer aforesaid.

Secondly (The Bryn Glas Junction).—A railway to commence in the said parish of Merthyr Tydfil by a junction with the above mentioned deviation railway to be authorised by the Bill at or near a point 31 chains or thereabouts in an easterly direction from the commencement thereof, as hereinbefore described, and to terminate in the said parish of Gelligaer by a junction with the railway sixthly authorised by the "Brecon and Merthyr Railway Act 1862" at or near a point distant 1 mile or thereabouts from the authorised commencement near the Dowlais roadside pond of the last-mentioned railway, which intended junction railway to be authorised by the Bill will be wholly within the parishes of Merthyr Tydfil and Gelligaer aforesaid.

Thirdly (The Rhymney Limestone Railway Junction).—A railway wholly within the said parish of Merthyr Tydfil, to commence by a junction with the first above mentioned deviation railway to be authorised by the Bill at or near a point two furlongs or thereabouts in an easterly direction from the commencement thereof, as hereinbefore described, and to terminate by a junction with the Limestone Railway of the Rhymney Iron Company at a point 20 yards or thereabouts north-west of the point in the said parish of Merthyr Tydfil, at which the said Limestone Railway crosses the turnpike road from Merthyr Tydfil to Abergavenny.

Fourthly (The Rising Sun Deviation).—A deviation railway to commence in the parish of Machen and county of Monmouth, by a junction with the Rumney Railway (now vested in the Company) at or near the post on the said railway denoting 6 miles from the commencement at Bassalleg in the county of Monmouth of that railway, and to terminate in the parish of Bedwas, in the said county of Monmouth, by a junction with the Rumney Railway, at or near the post on the said railway, denoting 6 miles and $\frac{1}{4}$ of a mile from the commencement as hereinbefore described of the Rumney Railway, and which intended deviation railway will be wholly within the parishes of Machen and Bedwas aforesaid.

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.

To cross, divert, alter, or stop up, for the purposes of the Bill, and either temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads within the parishes, townships, and extra parochial and other places aforesaid, or any of them.

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 empower the Company, instead of the Vale of Neath Railway Company, to make and maintain the railway authorised by "The Vale of Neath Railway Act, 1863," and therein, and hereafter, called "the Merthyr Curve," and for that purpose to exercise the powers conferred by that

Act upon the Vale of Neath Railway Company, including the powers for the acquisition and user of lands, and to extend the time for the completion of the Merthyr curve; and to define and limit the time within which the Vale of Neath Railway Company shall lay down on the Vale of Neath Railway between the junction therewith by the last-mentioned Act authorised of the Merthyr curve and the Merthyr station of the Vale of Neath Railway Company, rails adapted for the passage over the same of engines and carriages on the narrow gauge.

To levy tolls, rates, and duties, upon or in respect of the intended railways and works, and upon the railways, stations, and works herein mentioned belonging to other companies, and to alter the tolls, rates, and duties, which the Company and those other Companies respectively are now authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To apply for the purposes of the Bill the corporate funds of the Company, and to raise further money for those purposes, by the creation of new shares and stock in their several undertakings, with or without preference or priority in payment of interest or dividend, and other special privileges, and either as part of their general capital, or separate capitals, and by borrowing on mortgage or otherwise, and to confer, vary, or extinguish other rights and privileges.

To empower the Company to abandon and relinquish the construction of, and to discontinue the user of, and stop up, so much respectively of the railways 3rdly and 4thly authorised by the "Brecon and Merthyr Railway Act, 1862," and of the railway first authorised by the "Brecon and Merthyr Railway Extensions Act, 1861," as lies between the commencement and termination of the intended Dowlais Roadside Pond Deviation, as hereinbefore described, and to substitute that intended deviation for the portions of railways so abandoned, and to apply the "Brecon and Merthyr Railway Extensions Act, 1861," thereto, and to abandon and relinquish the construction, and to discontinue the user of, and stop up, so much of the railway sixthly authorised by the "Brecon and Merthyr Railway Act, 1862," as lies between the authorised commencement near the Dowlais roadside pond of that railway, and the intended point of junction therewith of the intended Bryn Glas junction, as hereinbefore described, and to substitute the intended Bryn Glas Junction for the portion so abandoned, and to apply the "Brecon and Merthyr Railway Act, 1862," thereto accordingly.

To empower the Company to discontinue the user of, and stop up, so much of the "Rumney Railway," as lies between the commencement and termination of the intended Rising Sun deviation, as hereinbefore described, and to sell and dispose of the several portions of their existing railways so to be abandoned as aforesaid, and the sites thereof respectively, or so much thereof as they do not require for siding or other accommodation.

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):—"The Brecon and Merthyr Junction Railway Act, 1859;" "The Brecon and Merthyr Railway (Extensions) Act, 1860;" "The Brecon and Merthyr Railway (Capital) Act, 1861;" "The Brecon and Merthyr Railway Extensions Act, 1861;" "The Brecon and Merthyr Railway Act, 1862;" "The Brecon and Merthyr Railway Act, 1863;" "The Rumney Railway Act, 1861;" "The Rumney, and Brecon

and Merthyr Railways Act, 1863;" "The Hereford, Hay, and Brecon Railway Act, 1859;" "The Hereford, Hay, and Brecon Railway Act, 1862;" "The Hereford, Hay, and Brecon Railway Act, 1863;" "The Kingston and Eardisley Railway Act, 1862;" "The Dulas Valley Mineral Railway Act, 1862;" "The Neath and Brecon Railway Act, 1863;" "The Brecon and Llandoverly Junction Railway Act, 1863;" and "The Vale of Neath Railway Act, 1863."

And notice is hereby also given that plans and sections of the proposed deviation and junction railways and works, with a book of reference to such plans, and a published map with the lines of the proposed deviation and junction 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 Glamorgan, at his office at Cardiff, in the same county; and with the Clerk of the Peace for the county of Monmouth at his office at Newport 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 deviation and junction 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 11th day of November, 1863.

J. R. Cobb, Brecon, Solicitor for the Bill.

Petersfield and Bishop's Waltham Railway.

(Incorporation of Company for making a Railway from Petersfield to Bishop's Waltham; Traffic and other arrangements with London and South-Western Railway Company; Power to that Company to Subscribe; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company for making and maintaining the railway following, or some part or parts thereof, with all proper works, and conveniences connected therewith, and approaches thereto respectively (that is to say);

A railway commencing in the parish of Bishop's Waltham, in the county of Southampton, by a junction with the Bishop's Waltham Railway at or near the termination thereof, and terminating in the parish of Buriton, in the same county, by a junction with the Portsmouth Railway of the London and South-Western Railway Company, at a point thereon fifty-five chains or thereabouts south of the Petersfield station thereon, and fourteen chains or thereabouts, south of Borough Farm-house, and which said intended railway and works will pass from, in, through, or into, or be situate within the parishes, extra-parochial, or other places following or some of them, that is to say:—Bishop's Waltham, Droxford, Meon Stoke, Exton, West Meon, East Meon, Buriton, and Petersfield, or some of them, all in the county of Southampton.

And it is proposed by the intended Act to empower the Company to be thereby incorporated, to purchase by compulsion and by agreement, lands, houses or hereditaments, for the purposes of the proposed railway and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses and hereditaments, or which would in any manner interfere with the construction, maintenance, and use of the said proposed railway and works, or any part or parts thereof, and to confer other rights and privileges.

And it is intended by such Act, to take power to stop up, cross, divert, or alter, either temporarily or permanently, any turnpike or other roads, streets, highways, bridges, footpaths, ways, and rights of way, railways, tramways, canals, aqueducts, tunnels, rivers, navigations, streams, bridges, pipes, sewers, drains, and watercourses, within the said parishes and extra-parochial or other places, or any of them, which it may be necessary to stop up, cross, divert, or alter, for the purposes of the said intended railway and works, or other the purposes of the said Act.

And it is proposed by the said intended Act, to take powers for levying tolls, rates and duties, for or in respect of the use of the said proposed railway and works, and the conveniences and accommodations connected therewith, and to confer, vary or extinguish, exemptions from the payment of such tolls, rates and duties, respectively.

And it is also proposed by the said intended Act to enable the Company to be thereby incorporated, and the London and South-Western Railway Company to enter into and carry into effect any arrangements or agreements with respect to the working, use, management and maintenance, of the said intended railway and works, or any part or parts thereof, and to the payment and contribution by the said Companies towards the costs, charges and expenses of such working, use, management and maintenance, and with respect to the regulation, management and transmission, of the traffic upon the said intended railways, or either of them, and upon the railway of the London and South-Western Railway Company; and the collection, payment, division, apportionment, appropriation and distribution of the tolls, rates and charges arising from such respective traffic.

And it is also proposed by the intended Act, to empower the London and South-Western Railway Company, and the Bishop's Waltham Railway Company, or one of them to subscribe or contribute funds towards the construction and maintenance of the said intended railway and works, or any part or parts thereof, and to guarantee such interest, dividends, annual or other payments in respect of the monies expended in the construction thereof, as may be agreed upon by the said Companies respectively, or any of them, and to take and hold shares in the capital of the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them, or under the control of their respective directors, and if they shall think fit to raise additional monies for that purpose, by the creation of new shares in their respective undertakings, with or without preference or priority or other rights or privileges, or by mortgage or bond, or by both those means, or by such other means as Parliament shall authorise and direct.

And it is proposed by the intended Act to enable the Company to be thereby incorporated, and the London and South-Western Railway Company and the Bishop's Waltham Railway

Company, or one of them, to make, enter into, and carry into effect, contracts and agreements in reference to all or any of the matters aforesaid, and to confirm and ratify any contracts or agreements already entered into with reference thereto.

And it is proposed by the said intended Act, so far as may be necessary for the purposes aforesaid, to alter, amend, enlarge, or repeal the powers and provisions of the Acts following, or some or one of them, relating to the London and South-Western Railway Company, viz. :—4 and 5 Wm. IV., cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63 and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185 and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 255, 370 and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273 and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125 and 157; 51 Geo. 3rd, 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. 199 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 24, 72, 121 and 136; 21 and 22 Vic., caps. 56, 58, 67, 89 and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95 and 134; 23 and 24 Vic., caps. 92, 193 and 185; 24 and 25 Vic., caps. 15, 111, 190, 220 and 224; 25 and 26 Vic., cap. 42; 26 and 27 Vic., caps. 90 and 109; and any other Act or Acts relating directly or indirectly to, or affecting the London and South-Western Railway Company, also the Bishop's Waltham Railway Act, 1862, and the Bishop's Waltham Railway Act, 1863.

And Notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed railway and works, and a book of reference to such plans, together with a published map with the line of the proposed railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office in Winchester, in the said county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections and book of reference, as relates to each parish or extra-parochial place, in or through which the said intended railway and works will be made, or in which any lands or houses intended to be compulsorily taken, are situate, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence; and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and that on or before the 23rd day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1863.

W. Gascoigne Roy, 28, Great George-street,
Westminster, Solicitor for the Bill.

In Parliament—Session 1864.

Royston and Hitchin Railway.
(Shepreth to Cambridge.)

Powers to Great Northern Railway Company; Running Powers over parts of Bedford and Cambridge and Great Eastern Railways.

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 enable the Great Northern Railway Company, herein referred to as "The Company," to make and maintain the railways hereinafter mentioned, or some or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:—

1. A railway commencing by a junction with the Shepreth Extension of the Royston and Hitchin Railway, at or near the goods' shed of the Shepreth Station, in the parish of Shepreth, passing through Shepreth, Foxton, Barrington, Haslingfield, Harston, and Trumpington, and terminating in the said parish of Haslingfield, by a junction with the Bedford and Cambridge Railway, at or near the western end of the bridge carrying that railway over the River Cam.

2. A railway commencing in the said parish of Trumpington, by a junction with the Bedford and Cambridge Railway, about 100 yards north of the bridge carrying the road from Trumpington to Cherry Hinton over the same railway, passing through Saint Andrew-the-Less, otherwise Barnwell, and terminating in the parish of Saint Andrew-the-Great, in the town of Cambridge, at or near the spot where Orchard-street abuts upon Emanuel-road.

3. A railway commencing by a junction with the Great Eastern Railway, in the said parish of Saint Andrew-the-Less, otherwise Barnwell, at the northern side of the crossing of Mill-road by that railway, and terminating in the parish of Saint Andrew-the-Great, in the town of Cambridge, at or near the spot where Orchard-street abuts upon Emanuel-road.

All the said railways and works will be in Cambridgeshire.

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 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 confer on the Company other rights and privileges. To apply their existing funds, and any money which they have still power to raise, to the purposes of the said railways and works, and for the same purpose to raise additional capital by shares or by stock, and by borrowing or the creation of debenture stock, 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 on the one hand, and the Bedford and Cambridge and Great Eastern Railway Companies, or either of them, on the other hand, from time to time to enter into agreements with respect to the working and use of the said intended railways and works, or any part or parts thereof, and of the portions hereinafter specified of the undertakings of the Bedford and Cambridge and the Great Eastern Railway Companies respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the portions of railway the subjects of the contract, the payments to be made and the conditions to be performed with respect to such working and use, 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, between the Great Northern Railway Company and the said two Companies, or either of them, touching any of the matters aforesaid.

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 have been, or may be agreed upon, or be settled by arbitration, or defined by the Bill, the portions of railway hereinafter mentioned, together with the stations, watering-places, booking-offices, warehouses, landings, sidings, works, and conveniences connected therewith respectively, that is to say:—

So much of the Bedford and Cambridge Railway as lies between the points of junction therewith, hereinbefore described, of railways No. 1 and 2.

So much of the Great Eastern Railway as lies between the point of junction therewith of the Royston and Hitchin Railway at Shepreth, and the commencement hereinbefore described of railway No. 3.

And the Bill will, if need be, alter or authorise the alteration of the tolls and charges which the said two Companies may respectively receive and take upon their respective undertakings, and will confer exemptions from such tolls and charges.

The Bill will require the Bedford and Cambridge Railway Company, or it will enable the Company, to lay down an additional line of railway, and to construct the necessary sidings and works connected with such additional line on the portion of the Bedford and Cambridge Railway and the stations connected therewith so intended to be used, and it will enable the Company to supply funds for those purposes on such terms as the Bill shall define.

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 Northern Railway Act, 1846" (9 and 10 Vict., cap. 71), of "The Bedford and Cambridge Railway Act, 1860," "The Great Eastern Railway Act, 1862," and of any other Acts relating to the said three Companies, and affecting the matters aforesaid.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map, with the lines of railway delineated thereon, so as to show their general course and direction; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of Cambridge, at his office in Cambridge; and on or before the same day a copy of so much of the said plans, sections,

and books of reference as relates to each parish in or through which the 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 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 9th day of November, 1863.

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

Guildford and Leatherhead Railway.

(Incorporation of Company for making a Railway from Guildford to Leatherhead; Traffic and other arrangements with London and South-Western Railway Company; Power to that Company to subscribe; Amendment of Acts, and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session, for an Act to incorporate a Company for making and maintaining the Railways following or one of them, with all proper works and conveniences connected therewith and approaches thereto respectively; that is to say:

1st. A railway commencing in the parish of Saint Nicholas, Guildford, in the county of Surrey, by a junction with the London and South-Western Railway, eleven chains or thereabouts to the northward of the Guildford station thereon, and terminating in the parish of Leatherhead, in the county of Surrey, in a field the property of George Fish Richardson, Esquire, to the south of the public highway known as Randall's Lane, and seven chains or thereabouts to the south-east of Randall's Park Lodge, which said intended railway and works will pass from, in through, or into, or be situate within the parishes extra-parochial or other places following or some of them; that is to say: Saint Nicholas, Guildford, Stoke-next-Guildford, Merrow, West Clandon, East Clandon, West Horsley, East Horsley, Effingham, Little Bookham, Great Bookham, Fetcham, and Leatherhead, or some of them, all in the said county.

2nd. A railway to be wholly in the said parish of Leatherhead, commencing by a junction with the intended railway above described, at or near the intended termination thereof, and terminating by a junction with the railway authorised by the London, Brighton, and South Coast Railway, Dorking to Leatherhead Act, 1863, in a field belonging to James Harriott, numbered 41, in the parish of Leatherhead on the plans of that railway deposited with the Clerk of the Peace for the county of Surrey, in November, 1862, and referred to in the said Act; and it is proposed by the intended act to empower the company to be thereby incorporated, to purchase by compulsion and by agreement lands, houses, and hereditaments for the purposes of the proposed railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments or which would in any manner interfere with the construction, maintenance, and use of the said proposed railways and works, or any or either of them, and to confer other rights and privileges.

And it is intended by such Act to take power to stop up, cross, divert, or alter, either temporarily or permanently, any turnpike or other roads, streets, highways, bridges, footpaths, ways and rights of way, railways, tramways, canals, aqueducts, tunnels,

rivers, bridges, navigations, streams, pipes, sewers, drains, and watercourses within the said parishes and extra-parochial or other places, or any of them, which it may be necessary to stop up, cross, divert, or alter, for the purposes of the said intended railways and works, or any or either of them, or other, the purposes of the said Act.

And it is proposed by the said intended Act to take powers for levying tolls, rates, and duties for or in respect of the said proposed railways, and works, and the conveniences and accommodations connected therewith, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

And it is also proposed by the said intended Act to enable the Company to be thereby incorporated and the London and South-Western Railway Company to enter into and carry into effect any arrangements or agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or either of them, or any part or parts thereof respectively, and to the payment and contribution by the said Companies towards the costs, charges, and expenses of such working, use, management, and maintenance, and with respect to the regulation, management, and transmission of the traffic upon the said intended railways, or either of them, and upon the railway of the London and South Western Railway Company, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from such respective traffic.

And it is also proposed by the intended Act to empower the London and South Western Railway Company to subscribe or contribute funds towards the construction and maintenance of the said intended railways and works, or either of them, or any part or parts thereof, and to guarantee such interest, dividends, annual or other payments, in respect of the moneys expended in the construction thereof, as may be agreed upon by the said companies, and to take and hold shares in the capital of the company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them or under the control of their directors; and if they shall think fit to raise additional moneys for that purpose, by the creation of new shares in their undertaking, with or without preference or priority, or other rights or privileges or by mortgage or bond, or by both those means, or by such other means as Parliament shall authorise and direct.

And it is proposed by the said intended Act to enable the company to be thereby incorporated, and the London and South Western Railway Company to make, enter into, and carry into effect contracts and agreements in reference to all or any of the matters aforesaid, and to confirm and ratify any contracts or agreements already entered into with reference thereto.

And it is proposed by the said intended Act, so far as may be necessary for the purposes aforesaid, to alter, amend, enlarge, or repeal the powers and provisions of the Acts following, or some or one of them, relating to the London and South Western Railway Company, viz., 4 and 5 Will., 4 cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 88; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 255, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. 3, cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., caps. 199 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, 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, 193 and 185; 24 and 25 Vict., caps. 15, 111, 190, 220, and 224; 25 and 26 Vict., cap. 42; 26 and 27 Vict., caps. 90 and 109, and any other Act or Acts relating directly or indirectly to or affecting the London and South Western Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed railways and works, and a book of reference to such plans, together with a published map with the line of the proposed railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection, with the Clerk of the Peace for the county of Surrey, at his office, at Lambeth, in the said county; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference, as relates to each parish, or extra-parochial place, in or through which the said intended railways or works will be made, or in which any lands or houses intended to be compulsorily taken are situate, and a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence; and that on or before the 23rd day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1863.

W. Gascoigne Roy, 28, Great George-street, Westminster, Solicitor for the Bill.

Brecon and Merthyr Tydfil Junction Railway Company (No. 2).

(Extensions and New Lines from the Rumney Railway, southward, and to Cardiff to the Rhymney Railway, and northward; Running Powers and other Provisions affecting the Rhymney Railway Company and the Trustees of the Marquis of Bute; Arrangements with that Company and those Trustees; Further Money Powers; Amendment of Acts.)

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

To empower the Brecon and Merthyr Tydfil Junction Railway Company (hereinafter called "The Company"), to make and maintain the railways hereinafter mentioned, or some or one of them, with stations, approaches, sidings, and other conveniences connected therewith, that is to say:—

First.—A railway to commence in the hamlet of Vann, parish of Bedwas, in the county of Glamorgan, by a junction with the Caerphilly Branch of the Rumney Railway now in course of construction at a point 2 furlongs or thereabouts, measured along that railway from the authorised termination thereof, by a junction with the eastern terminus of the Caerphilly Branch of the Rhymney Railway, and to terminate in the parish of Saint John the Baptist, Cardiff, in the said county of Glamorgan, by a junction with the Bute Dock Branch Railway of the Rhymney Railway Company, at a point 100 yards or thereabouts south of the bridge by which the last-mentioned branch railway is carried over the

public road or street, called Crockherbtown, which said intended railway first described will be made from, in, through, or into the parishes, townships, and places of Hendredenny, Vann, Energlyn, Rhydyboithan, Bedwas, Eglwysilan, Rudry, Whitchufch, Llsवान, Llanishen, Roath, Landaff, and Saint John the Baptist, Cardiff, all in the said county of Glamorgan, or some of them.

Secondly.—A railway to commence in the said hamlet of Vann, in the parish of Bedwas, in the county of Glamorgan, by a junction with the intended railway first above described, at a point near the Van Colliery, distant 5 furlongs or thereabouts, in a southerly direction from the point of the intended commencement thereof as above described, and to terminate in the parish of Eglwysilan, in the county of Glamorgan, by a junction with the Caerphilly Branch of the Rhymney Railway, at a point 1 furlong or thereabouts to the east of the point where that branch adjoins or nearly adjoins the Chapel of Capel Martin, in the last-mentioned parish, which said intended railway secondly described will be made from, in, through, or into the parishes, townships, and places of Vann, Bedwas, and Eglwysilan (all in the county of Glamorgan), or some of them.

Thirdly.—A railway to commence in the parish of Bedwas, in the county of Monmouth, by a junction with the Rumney Railway at or near the post on that railway, indicating the distance of nine miles and three-quarters of a mile from the commencement at Bassalleg, in the last-mentioned county, of that railway, and to terminate in the hamlet of Vann, in the parish of Bedwas, in the county of Glamorgan, by a junction with the intended railway first above described, at the point of its intended commencement as above described, which said intended railway thirdly described will be made from, in, through, or into the parishes, townships, and places of Bedwas, in the county of Monmouth, and Eglwysilan, Vann, and Bedwas, in the county of Glamorgan, or some of them.

Fourthly.—A railway to commence in the parish of Merthyr Tydfil, in the county of Glamorgan, by a junction with the railway thirdly authorised by "The Brecon and Merthyr Railway Act, 1862," at a point distant 1 mile and 43 chains, or thereabouts, from the authorised commencement of that railway, and to terminate in the parish of Gelligaer, in the county of Glamorgan, at or near to the point where the stream or brook, called the Carno, falls into the River Rumney, which intended railway, fourthly above described, will be wholly in the parishes of Merthyr Tydfil and Gelligaer aforesaid.

Fifthly.—A railway, wholly in the said parish of Gelligaer, to commence by a junction with the intended railway fourthly above described, at the point of its intended termination as above described, and to terminate by a junction with the Rhymney Railway at or near its northern or Rumney terminus.

Sixthly.—A railway to commence in the said parish of Gelligaer, by a junction with the intended railway fourthly above described, at the point of its intended termination as above described, and to terminate in the parish of Llangynider, in the county of Brecon, in a field numbered 13, in the said parish of Llangynider, upon the Parliamentary plans deposited in November, 1861, with the Clerk of the Peace for the county of Brecon, in respect of "The Brecon and Merthyr Railway Act, 1862," with reference to the railway sixthly authorised by that Act, but on those plans called line No. 7, which intended railway sixthly above described will be

wholly within the said parishes of Gelligaer and Llangynider.

Seventhly.—A railway to commence in the said parish of Gelligaer by a junction with the intended railway fourthly above described, at the point of its intended termination as above described, and to terminate in the parish of Bedwelty, in the county of Monmouth, by a junction with the Rumney Railway, at a point 2 furlongs or thereabouts south of its terminus, near Mardy Gate, which intended railway, seventhly above described, will be wholly within the said parishes of Gelligaer and Bedwelty.

Eighthly.—A railway (the Pontlloftyn Junction) to commence in the said parish of Gelligaer, by a junction with the Rhymney Railway, at a point distant $7\frac{1}{2}$ furlongs or thereabouts, from the northern or Rumney terminus of that railway, and to terminate in the said parish of Bedwelty, by a junction with the Rumney Railway at a point distant 2 furlongs or thereabouts from the terminus of that railway near Mardy Gate, which intended railway (the Pontlloftyn Junction) will be wholly within the said parishes of Gelligaer and Bedwelty.

And it is intended by the said Bill to confer upon the Company all necessary powers for effecting the purposes, or some of the purposes following (that is to say):—

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.

To cross, stop up, alter, or divert for the purposes of the Bill, and, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses within or adjoining to the aforesaid parishes, townships, and extra-parochial and other places, or any of them.

To purchase, by compulsion and by agreement, lands, houses, and hereditaments for the purposes of the intended works and of the Bill; and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates, and duties upon or in respect of the said intended railways and works; to alter the tolls, rates, and duties which the Company are authorised to take on their lines or the lines of other Companies; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

And it is also intended by the said Bill to empower the Company and all Companies or persons lawfully working or using the railways, or any part of the railways of the Company, to run over, work, and use, either by agreement or otherwise, with their engines and carriages, and for the purposes of their traffic of every description, so much and such parts respectively of the lines of railway, stations, roads, platforms, water, water engines, sidings, machinery, works, and conveniences of the Rhymney Railway Company as lie between the intended point of junction as above described, with the Bute Dock Branch Railway of that Company of the intended railway firstly above described and Cardiff, and as lie to the northward of the point of intended junction as above described with the Rhymney Railway of the intended railway (the Pontlloftyn Junction), and also the East Dock Railway or Tramroad of the trustees of the Marquis of Bute, connecting the Rhymney Railway with the west side of the East Bute Dock at Cardiff, and all the works and conveniences connected therewith respectively; and also to levy tolls, rates, and duties in respect

of passengers and traffic conveyed over the before mentioned portions of railway and tramroad, 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 Rhymney Railway Company and the Trustees of the Marquis of Bute, or either of them, and the Company and any Company or persons working or using the railways, or any part of the railways of 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 either of the contracting Companies or persons of the railways, tramroads, and works of the other of them, or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon, the collection, payment, division, appropriation, and distribution of the tolls, and other income and profits arising therefrom, the employment of officers and servants, and the rents, payments, allowances, and considerations, annual, periodical, or in gross, to be paid or made by either of the contracting parties, to the other or others of them, and any incidental matters.

To apply to the purposes of the proposed railways and works, and of the Bill, any part of the funds which the Company are now authorised to raise, and which may not be required for the purposes of their now authorised undertakings, and to raise further money for the purposes aforesaid, and other the purposes of their undertakings by borrowing, and by the creation of new shares and stock in their several undertakings, with or without a preference or priority of interest or dividend, and other special privileges, and to confer, vary, or extinguish other rights and privileges.

And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions of the Acts of Parliament following, or some of them, that is to say;—“The Brecon and Merthyr Junction Railway Act, 1859;” “The Brecon and Merthyr Railway (Extensions) Act, 1860;” “The Brecon and Merthyr Railway (Capital) Act, 1861;” “The Brecon and Merthyr Railway Extensions Act, 1861;” “The Brecon and Merthyr Railway Act, 1862;” “The Brecon and Merthyr Railway Act, 1863;” “The Rumney Railway Act, 1861;” “The Rumney and Brecon and Merthyr Railways Act, 1863;” “The Rhymney Railway Act, 1857;” and “The Rhymney Railway (Capital and Branch) Act, 1861.”

And notice is hereby further given, that, on or before the 30th day of November, 1863, plans and sections of the intended railways and works, together with a book of reference to such plans, a published map with the lines of the intended railways delineated thereon; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff in that county; and with the Clerk of the Peace for the county of Monmouth, at his office at Newport in that county; and with the Clerk of the Peace for the county of Brecon, at his office in the borough of Brecon; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place from, in, through, or into which the said railways and works will be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish, with the parish clerk thereof, at his residence; and in the case of each such extra-parochial place, with the parish clerk of some parish immediately

adjoining thereto, at his residence. And that on or before the 23rd day of December next, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1863.

J. R. Cobb, Solicitor, Brecon.

Chichester and Midhurst Railway.

(Incorporation of Company for making Railways from Chichester to Midhurst; Powers to London, Brighton, and South Coast, London and South Western, Mid-Sussex, and Mid-Sussex and Midhurst Junction Railway Companies; Running Powers over adjacent Undertakings; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to incorporate a Company (hereinafter called "The Company,") for making and maintaining in the county of Sussex, the railways hereinafter described, or one of them, together with all necessary stations, approaches, communications, junctions, and other works and conveniences (that is to say):—

A railway (hereinafter referred to as Railway No. 1) commencing in the parish of Saint Bartholomew, Chichester, by a junction with the London, Brighton, and South Coast Railway, at or near a point 396 yards or thereabouts west of the door of the booking-office of the station in Chichester of the last-mentioned railway, and terminating in the parish of Cocking by a junction or junctions with the Mid-Sussex and Midhurst Junction Railway in or near a field or inclosure numbered 7 on the plan deposited with the Clerk of the Peace for the said county of Sussex, with reference to the Mid-Sussex and Midhurst Junction Railway Deviation Act, "Additional Provisions," 1860.

A railway (hereinafter referred to as Railway No. 2), commencing in the parish of Woolavington, by a junction with Railway No. 1, in or near a field numbered 10 on the said deposited plan, and terminating by a junction or junctions with the authorised line of the Petersfield and Midhurst branch (late Petersfield Railway), of the London and South Western Railway Company, in the parish of Midhurst, 200 yards or thereabouts westward of the point where the road leading from Midhurst to Bepton will cross the said last-mentioned authorised line.

Railway No. 1 will pass through or into the several parishes and places following, or some of them—that is to say, St. Pancras, Chichester; Saint Bartholomew, Chichester; Saint Peter the Great, otherwise the Subdeanery, Chichester; Saint Paul, Chichester; New Fishbourne, West Stoke, Mid-Lavant, East Lavant, West Lavant, Binderton, West Dean, Singleton, Heyshot, Cocking, Bepton, Woolavington, and Midhurst; and Railway No. 2 will pass through or into the said parishes of Woolavington, Cocking, and Midhurst.

And it is intended by the Bill to confer upon the Company the following, or some of the following, among other powers.

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.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such roads, streets, railways, tramways, aqueducts, canals, towing-paths, streams, drains, pipes, rivers, navigations, and other works, as it may be necessary to cross, stop up, alter, or divert in the construction of the said railways and works.

To purchase, by compulsion or otherwise, lands, houses, and hereditaments, for the purposes of the said intended railways and works, and to 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 purposes of the Bill, and to confer, vary, or extinguish other rights and privileges.

To levy tolls, rates, and charges for or in respect of the use of the said intended railways and works, and to alter, vary, or extinguish existing tolls, rates, and charges.

To enable the London, Brighton, and South Coast Railway Company, the London and South Western Railway Company, the Mid-Sussex, and the Mid-Sussex and Midhurst Junction Railway Companies, or either of those Companies, to subscribe towards the intended railways out of their corporate funds, and, if necessary, out of capital to be raised by them respectively under the powers of the Bill, by shares or stock, and by loan, and with or without any preference or priority of dividend or interest; and to enable the said Companies, or either of them, to guarantee the payment of interest or dividend upon the capital of the Company, or any part thereof, and to appoint Directors of the Company.

To enable the Company, on the one hand, and the London, Brighton, and South Coast, the London and South Western, the Mid-Sussex, and the Mid-Sussex and Midhurst Junction Railway Companies, or either of those Companies, on the other hand, from time to time to enter into agreements with respect to the construction, maintenance, working, and use of the said intended railways and works, or any or either of them, and 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 maintenance, working and use, 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 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, namely, the Mid-Sussex and the Mid-Sussex and Midhurst Junction lines of railway, and the Petersfield and Midhurst Branch of the London and South Western Railway Company.

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.

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 Act Amendment Act, 1860," "The Railway Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of "The Mid-Sussex Railway Act, 1857," "The Mid-Sussex and Midhurst Junction Railway Act, 1859," "The Mid-Sussex and Midhurst Junction Railway Deviation Act, 1860," and "The Petersfield Railway Act, 1860," "The Petersfield Railway Deviation Act (additional provisions), 1860," and "The Petersfield Railway Deviation Act, 1861;" also of the following and of the several other Acts relating to the London, Brighton, and South Coast Railway Company, namely, 7 Wm. 4, and 1 Vic., cap. 119; 7 and 8 Vic., cap. 67; 8 and 9 Vic., cap. 199; 9 and 10 Vic., cap. 283; and the 10 and 11 Vic., cap. 244. And also of the following and of the several other Acts relating to the London and South Western Railway Company, namely: 4 and 5 Wm. 4, cap. 88; 11 and 12 Vic., cap. 89, and the 26 and 27 Vic., cap. 90.

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

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

Dated this 9th day of November, 1863.

W. and H. P. Sharp, 92, Gresham House,
Old Broad Street, London, Solicitors for
the intended Act.

Dyson and Co., 24, Parliament Street,
Westminster, Parliamentary Agents.

In Parliament—Session 1864.

Bangor and Llanberis Direct Railway.

(Incorporation of Company for Constructing a Railway from the Chester and Holyhead Railway, at Bangor, to Llanberis, in the county of Carnarvon.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company for making and maintaining a railway, with all necessary stations, approaches and other works connected therewith, commencing in the parish of

Bangor by a junction with the Chester and Holyhead Railway, at a point at the western end of the down passenger platform of the Bangor station, on that railway, and terminating in a certain field or inclosure of land commonly called or known by the name of Ddol-isa, or Cefnrhyd, and situate in the parish of Llanberis, in the same county, and near the south end of the lake, commonly called or known by the name of Llyn Padarn, which intended railway will pass from, in, through, or into the several parishes, townships, or extra-parochial places of Bangor, Pentir, Llanddeiniolen, Llanrug, and Llanberis, all in the said county of Carnarvon.

The intended Act will confer upon the Company so to be incorporated all or some of the following powers, viz.:—To stop up, alter, or divert, temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, or extra-parochial 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 railway, or any works in connection therewith.

To purchase, by compulsion or otherwise, lands and houses for the purposes of the said intended railway and works; and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railway and works, 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 railway and works; to confer exemptions from the payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

The intended Act will authorise the Company to be incorporated, and the London and North Western Railway Company to make and carry into effect agreements with respect to the maintenance, management, use, and working of the proposed railway, and the conveyance of traffic thereof, and with respect to the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues, levied, taken, or arising in respect of traffic on the railways of the contracting companies, and with respect to the supply of rolling stock and plant.

And notice is hereby given, that duplicate plans and sections of the said intended railway 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 line of the said intended railway 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 Carnarvon, at his office in Carnarvon; and that a copy of so much of the said plans and sections and books of reference respectively, as relates to the several parishes in or through which the said intended railway and works are proposed to be made, or in which lands, houses, and property, proposed to be taken or appropriated for such railway and works, are situate; and also a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited with the parish clerk of each such parish, at his residence, and in case of any extra-parochial place, with the parish clerk of some immediately adjoining parish at his place of residence.

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 10th day of November, 1863.

R. D. Williams, Carnarvon.

Green and Allin, 10, Angell Court, London, Solicitors.

Somerset and Dorset Railway.

(Cheddar Valley and Yatton).

(Power to make Railway to Yatton; Powers to raise further Capital; Powers to The East Somerset and Bristol and Exeter Railway Companies to subscribe, &c.; Running Powers over portions of Bristol and Exeter Railway, and Provisions as to laying down Additional Rails, &c., thereon; Agreements with Bristol and Exeter Railway Company; Compulsory Facility Clauses; Repeal of certain Provisions of "The Somerset Central Railway Act, 1855;" Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session by the Somerset and Dorset Railway Company (hereinafter called "the Company") for an Act for all or some of the following purposes; that is to say:—

To authorize the Company to make and maintain the Railways hereinafter mentioned, 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) to commence by a junction with the Somerset and Dorset Railway at a point thereon at or near the west end of the passenger platform of the Wells Station of that railway, and to terminate at a point in a street or road in Wells, called or known as "Tucker-street," and which point is 247 yards, or thereabouts, south-westward from the south-west angle of a house, situate at the north-west corner of Saint Cuthbert-street, in Wells, and belonging to and in the occupation of Mary Barnard, and which said intended railway (No. 1) will be wholly made in, or situate within, the in-parish of Saint Cuthbert, Wells, in the county of Somerset.

A railway (No. 2) commencing in the in-parish of Saint Cuthbert, Wells, in the county of Somerset, by a junction with the Somerset and Dorset Railway, at a point thereon 145 yards or thereabouts measured along that railway, south-westward of the south-west end of the engine-house of the Company, at the Wells Station of the said Somerset and Dorset Railway, and terminating in the said in-parish of Saint Cuthbert, Wells, at a point in the street or road in Wells called or known as "Tucker-street," and which point is 247 yards or thereabouts south-westward from the south-west angle of a house situate at the north-west corner of Saint Cuthbert-street, Wells, and belonging to and in the occupation of Mary Barnard, and which said intended railway (No. 2) will be wholly made in or situate within the in-parish of Saint Cuthbert, Wells, in the county of Somerset.

And a railway (No. 3) commencing by a junction with the intended railways Nos. 1 and 2 at or near the point of termination of those railways, as hereinbefore described, and terminating in the parish of Yatton, in the county of Somerset, by a junction with the Bristol and Exeter Railway at a point thereon 167 yards or thereabouts measured

along that railway, south-west of the south-west end of the passenger platform adjoining the down line of the Bristol and Exeter Railway Station, at Yatton, which said intended railway No. 3 will pass through or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say: the in-parish of Saint Cuthbert, Wells, the out-parish of Saint Cuthbert, Wells, Wells, Wookey, Easton Westbury, Rodney Stoke, Draycot, Nyland, Cheddar, Axbridge, Cross, Compton Bishop, Winscombe, Sydcot, Linch, Woodborough, Shipham, Sandford, Banwell, Churchill, Rowberrow, Puxton, Congresbury, Kingston, Seymour, and Yatton, all in the county of Somerset.

To empower the Company to purchase by compulsion or agreement lands, houses, and hereditaments for the purposes of the said intended railways and works, and to vary and extinguish all existing rights and privileges connected with any lands, houses, and hereditaments so proposed to be purchased as aforesaid, 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 cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike-roads, 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 make lateral deviations from the lines of the intended railways and other works to the extent and within the limits defined upon the plans, hereinafter mentioned, or in manner prescribed by the intended Act.

To authorize the Company to levy tolls, rates, and duties for or in respect of the said intended railways and works, and to grant exemptions from the payment of tolls, rates, and duties.

To authorize the Company to raise a further sum of money for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, or either of them, by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any or either 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.

And it is also proposed by the said intended Act to authorise the East Somerset and the Bristol and Exeter Railway Companies, or either of them, to subscribe to or hold shares in the proposed undertaking of the Company, and for that purpose to apply any capital or funds now or hereafter belonging to them, or under the control of their respective directors, or to raise money, and to increase their respective capitals, either by borrowing on mortgage or bond, or by the creation of new or additional shares or stock, preferential or ordinary, or by both or either of such means, and on such terms and conditions, and in such manner as Parliament shall authorize or direct.

And it is also proposed by the said intended Act to authorise the Company, and all other Companies and persons using the said intended railways, to run over, work, and use, by and with their officers and servants, engines, and carriages, and for the purposes of traffic of every description, so much of the Bristol and Exeter Railway

as is situate between the Highbridge station of that railway and the passenger and goods' stations of the said railway at Bristol, including those stations, the said Highbridge station, and also all other stations on the said portion of the Bristol and Exeter Railway hereinbefore referred to, and all approaches, water, watering-places, sidings, machinery, booking-offices, works, and conveniences connected therewith, respectively; and to authorise the Company, by compulsion or otherwise, to lay down additional rails and other requisites on such portion of the said Bristol and Exeter Railway, and in, through, and within the several stations of the Bristol and Exeter Railway Company, hereinbefore mentioned or referred to, so as to admit of the use thereof by engines and carriages adapted to the narrow guage, and to require the Bristol and Exeter Railway Company, their lessees and assigns, to afford all necessary facilities for that purpose, on such terms and conditions as in default of agreement shall be determined by the Board of Trade, or by arbitration.

To authorize the Company and the Bristol and Exeter Railway Company to make and enter into and carry into effect any agreement or agreements relative to the adaptation to the narrow guage of such part of the Bristol and Exeter Railway as is hereinbefore mentioned or described, or of any other part of that railway, or for the use of such part of the Bristol and Exeter Railway as lies between the said Highbridge Station and the passenger and goods' stations of the Bristol and Exeter Railway at Bristol, or of the said stations, and the works connected therewith, or of any other part of that railway, on such terms and conditions as may be agreed on between the Company and the Bristol and Exeter Railway Company, and failing agreement as may be settled by arbitration.

And it is also proposed to insert provisions in the intended Act, to require and compel the East Somerset Railway Company, the Bristol and Exeter Railway Company, and the Company, respectively, or other the Companies or persons owning, using, or working the undertakings of the three first-named Companies as now constructed, or authorised, or as may by any Act, in any future session of Parliament be authorised, to receive, book through, forward, and accommodate, by through rates and fares, and without change of conveyance, and to deliver on and from their respective railways, and also on and from any of the railways over which those Companies have, or may acquire, rights of using or working, and at the several stations, warehouses, and booking offices thereof, respectively, all traffic, of whatever description, coming from or destined for their respective undertakings, or such portions thereof as may be defined by the said intended Act, or for the undertaking of any Company in connection therewith respectively, upon such terms and conditions as may be agreed upon, or failing agreement, as shall be settled by arbitration; and if need be, for all or any of such purposes aforesaid, to alter and restrict the tolls, rates, and charges which those Companies may respectively receive, demand, and take upon their respective undertakings, and to confer exemptions from such tolls, rates, and charges.

To alter, amend, vary, and if need be, to repeal the provisions of "The Somerset Central Railway Act, 1855," enabling the Bristol and Exeter Railway Company to appoint a Director or Directors of the Company, and if necessary or expedient, to make further provisions in lieu thereof, and upon such terms and conditions as may be

agreed upon or prescribed by the said intended Act.

And it is also proposed to incorporate with the intended Act 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 also further proposed by the said intended Act to alter, vary, amend, extend, and enlarge or repeal the several local and personal Acts of Parliament following, or some of them, viz.: 15 Vic. cap. 63; 18 and 19 Vic., cap. 182; 19 and 20 Vic., caps. 102 and 135; 20 and 21 Vic., cap. 139; 22 and 23 Vic., cap. 56; 23 and 24 Vic., cap. 130; 24 and 25 Vic., cap. 209; and 25 and 26 Vic., cap. 225; relating to the Somerset and Dorset Railway Company, and any other Acts relating to that Company; 26 and 27 Vic., cap. 168, relating to the Bristol and North Somerset Railway Company; 19 and 20 Vic., cap. 16; 20 and 21 Vic., cap. 105; and 23 Vic., cap. 73, relating to the East Somerset Railway Company, and any other Acts relating to that Company. Also the Acts 6 Wm. 4, cap. 36; 1 Vic., cap. 26; 3 Vic., cap. 47; 4 and 5 Vic., cap. 41; 8 and 9 Vic., cap. 155; 9 and 10 Vic., cap. 181; 11 and 12 Vic., caps. 28, 77, and 82; 14 Vic., cap. 22; 15 Vic., cap. 9; 18 Vic., cap. 63; 23 and 24 Vic., cap. 92; 25 and 26 Vic., cap. 21; and 26 and 27 Vic., cap. 60, relating to the Bristol and Exeter Railway Company; and any other Acts relating to that Company.

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 Somerset, at his office, at Wells, in the said county; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and 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 this 13th day of November, 1863.

W. Toogood, 16, Parliament-street, Westminster;

Roche and Swayne, Glastonbury;
M. Kemp Welch, Poole;
Solicitors.

H. and W. Toogood, 16, Parliament-street, Westminster, Parliamentary Agents.

Wallasey Embankment.

(Power for the Commissioners under the Wallasey Embankment Act (10 Geo. IV., cap. 16) to increase and alter the rates, taxes, and assessments under the Act, 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" (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 alter and increase the rates, taxes, and assessments, to be levied and raised under the Wallasey Embankment Act, 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 from the proprietors of lands and the Mersey Docks and Harbour Board, or from any other parties liable thereto; to make such number of full or other rates and assessments in any one year as the said Commissioners may deem necessary or expedient: 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, 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 notice to be given to the Commissioners for the holding and as to the quorum of their 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 of December, 1863.

Dated this 13th November, 1863.

John North, Clerk of the said Commissioners.

Salop Fire Office.

(Incorporation; Increase of Capital; Enlargement of Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate, under the name of the Salop Fire Office, the Company of Proprietors in the Salop Fire Office, now carrying on business under the contract or articles of co-partnership, dated the twenty-third day of June, one thousand eight hundred and forty-three, and the supplemental articles endorsed thereon, and bearing date the fourth day of September, one thousand eight hundred and sixty-one; to enable the said Company to sue and be sued, and to hold and transfer property, heritable and movable, real and personal, in the name of the said Company, or of one or more of the partners or shareholders, trustees, directors, or officers thereof; to alter, amend, and enlarge, or to annul all or some of the powers and provisions of the said articles and supplementary articles of co-partnership, and also all or some of the laws, bye-laws, rules, and regulations of the said Company, or, so far as necessary, to confirm the same; and to enable the Company to make new laws, bye-laws, rules, and regulations, in respect to the said Company, and its capital, funds, officers, business, and affairs, to increase the capital of the said Company; to incorporate with the said Act certain powers and provisions of the Companies Clauses Consolidation Act, 1845; to vary or extinguish all existing rights and privileges of the said Company, and the partners or shareholders, trustees, directors, and officers thereof, which would interfere with or prevent the execution of the powers of the said Act; and to confer all such powers, rights, and privileges as may be necessary for the proper administration of the affairs of the said Company, or for carrying the said Act into effect, or which are usually inserted in Acts of the like nature.

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

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

T. M. How, Solicitor, Shrewsbury.
Martin and Leslie, 27, Abingdon-street,
Westminster, Parliamentary Agents.

Rhydney Railway.

(Construction of Railways to connect the Rhydney Railway with the Merthyr Tredegar, and Abergavenny, the Brecon, and Merthyr Tydfil Junction and the Rumney Railways; Traffic and other arrangements with London and North-Western Railway Company, and the Brecon and Merthyr Tydfil Junction Railway Company; 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 authorise the Rhydney Railway Company to make and maintain the railways following, or some or one of them, with all proper works and conveniences connected therewith and approaches thereto, respectively (that is to say):

1st. A railway commencing in the parish of Gelligaer, in the county of Glamorgan, by a junction with the Rhydney railway, at or near the termination thereof at the town of Rhydney, and terminating in the parish of Llangynider, in the county of Brecon, by a junction with the line of the Brecon and Merthyr Tydfil Junction Railway Company, as authorised to be made in the field No. 21 in that parish on the plans of that company's

intended railway, deposited in November, 1861, with the Clerk of the Peace for the said county of Brecon, and described on those plans as railway No. 7, and which proposed new railway and works will pass from, in, through, or into, or be situate within the parishes, extra-parochial, or other places following, or some of them, that is to say, Gelligaer, in the said county of Glamorgan, Llangynider, in the said county of Brecon, and Bedwelty, in the county of Monmouth.

2nd. A railway to be situate in the said parishes of Llangynider and Bedwelty, or one of them, and commencing by a junction with the intended railway firstly above described at or near the termination thereof, and terminating by a junction with the line of the Merthyr, Tredegar, and Abergavenny Railway, at or near the termination thereof, near to Nant-y-bwch.

3rd. A railway to be wholly situate in the said parish of Gelligaer and county of Glamorgan, commencing by a junction with the intended railway firstly above described at a point thereon 2 chains or thereabouts northward of the Carno Brook, and 12 chains or thereabouts from the point of junction of that brook with the River Rumney, and terminating by a junction with the line of the Brecon and Merthyr Tydfil Junction Railway, as authorised to be made in the field numbered 63 on the plans of that company's intended railway, deposited in November, 1861, with the Clerk of the Peace for the said county of Glamorgan, and described on those plans as railway No. 7, and 4 chains or thereabouts south-westward of the mile stone, on the turnpike road from Merthyr to Abergavenny, denoting 3 miles from Merthyr.

4th. A railway commencing in the said parish of Gelligaer, and county of Glamorgan, by a junction with the Rhymney Railway, at a point thereon, 5 chains or thereabouts, southward of the mile post, thereon denoting 9 miles from Rhymney, and to the north of the Hengoed Station thereon, and terminating in the parish of Mynyddwysllwyn, in the said county of Monmouth, by a junction with a deviation of the Rumney Railway, as authorised to be made 25 chains or thereabouts north of the mile post on the Rumney railway, denoting 13 miles from Pie-corner, and near to a building known as the Old Spelter Works, and which said intended railway and works will pass from, in, through, or into, or be situate within the parishes extra-parochial, or other places following, or one of them, that is to say, Gelligaer, in the said county of Glamorgan, and Mynyddwysllwyn, in the said county of Monmouth.

And it is proposed by the intended Act to take power to purchase by compulsion and by agreement, lands, houses, and hereditaments, for the purposes of the proposed railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with any such lands, houses, and hereditaments, or which would in any manner interfere with the construction, maintenance, and use of the said proposed railways and works, or any or either of them; and to confer other rights and privileges.

And it is intended by such Act to take power to stop up, cross, divert, or alter, either temporarily or permanently, any turnpike or other roads, streets, highways, bridges, footpaths, ways, and rights of way, railways, tramways, canals, aqueducts, tunnels, rivers, bridges, navigations, streams, pipes, sewers, drains, and watercourses, within the said parishes and extra-parochial or other places or any of them which it may be necessary to stop up, cross, divert, or alter for the purposes of the said intended railways and works, or any or either of them, or other the purposes of the said Act.

And it is proposed by the said intended Act to take powers for levying tolls, rates, and duties for

or in respect of the use of the said proposed railways and works, and the conveniences and accommodations connected therewith, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

And it is proposed by the said intended Act to apply to the purposes of the proposed railways and works any part of the funds which the company are now authorised to raise, and which may not be required for the purposes of their now authorised undertaking; and to raise further money for the purposes of the proposed railways and works, by borrowing on mortgage bond, or by debenture stock or otherwise, and by the creation of new shares or stock in the company; and (if the company think fit) to attach to all or any of such new shares or stock a preference or priority of interest or dividend, and other special rights, privileges, or restrictions.

And it is proposed by the intended Act to authorise and empower the company, and the London and North-Western Railway Company, and the Brecon and Merthyr Tydfil Junction Railway Company, or some or one of them, to effect the purposes following, or some of them, that is to say:—To work over and use with their engines, carriages, officers, and servants, for their traffic of every description, portions of the respective railways of, or vested in or worked by those companies respectively, upon such terms and conditions, and upon payment of such tolls, rates, and charges, or for such other consideration, either annual or in gross, as may be, or may have been agreed upon between the respective companies, or shall be fixed, ascertained, and determined by the Board of Trade in default of agreement or otherwise, shall be enacted by or under the provisions of the intended Act, and, if need be, to alter and restrict the tolls, rates, and charges to be hereafter taken upon, or in respect of the said portions of the said respective railways, and to authorise the levying and taking of the same, or any other rates, tolls, or charges in respect thereof; to construct, hold, and use as the joint property of the said respective companies, or some of them, so much of their respective authorised and intended railways as are, or will be, adjacent to each other, upon such terms and conditions as may be, or may have been agreed upon between the said respective companies, or any of them, or shall be fixed, ascertained, and determined by, or under the provisions of the intended Act. To enable the said respective companies, or some of them, to make, enter into and carry into effect contracts and agreements in reference to all, or any of the matters aforesaid, and to confirm and ratify any contracts or agreements already entered into with reference thereto.

And it is proposed by the said intended Act, so far as may be necessary for the purposes aforesaid, to alter, amend, enlarge, or repeal the powers and provisions of the Acts following, or some or one of them relating to the Rhymney Railway Company, namely, 17 and 18 Vic., cap. 193; 18 and 19 Vic., cap. 110; 20 and 21 Vic., cap. 140; 24 and 25 Vic., cap. 144; and any other Acts relating directly or indirectly to or affecting the Rhymney Railway Company. Also of the Acts following, or some of them, relating to the Merthyr, Tredegar, and Abergavenny Railway Company, namely, 22 and 23 Vic., cap. 59; 25 and 26 Vic., cap. 209; 26 and 27 Vic., cap. 126; and any other Acts relating directly or indirectly to or affecting the Merthyr Tredegar, and Abergavenny Railway Company. Also of the Acts following, or some or one of them, relating to the Brecon and Merthyr Tydfil Junction Railway Company, namely 22 and 23 Vic., cap. 68; 23 Vic., cap. 17; 24 and 25 Vic., cap. 235; 25 and 26 Vic., cap. 184; 26 and 27 Vic., cap. 196; and any other Act or Acts relat-

ing directly or indirectly to or affecting the Brecon and Merthyr Tydfil Junction Railway Company. Also of the acts, following or some or one of them relating to the Rumney Railway Company, namely, 6 Geo. 4, cap. 62; 24 and 25 Vic., cap. 227; 26 and 27 Vic., cap. 202; and any other Act or Acts relating directly or indirectly to or affecting the Rumney Railway Company. Also of the Acts following, or some or one of them, relating to the London and North-Western Railway Company—namely, 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., caps. 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; 26 and 27 Vic., caps. 217, and 177, and 5; and any other Act or Acts relating directly or indirectly to or affecting the London and North-Western Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed railways and works, and a book of reference to such plans, together with a published map with the line of the proposed railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff in that county, with the Clerk of the Peace for the county of Monmouth at his office in Newport, in that county, and with the Clerk of the Peace for the county of Brecon, at his office in Brecon, in that county. And that on or before the said 30th day of November a copy of so much of the said plans and sections and book of reference as relates to each parish or extra-parochial place in or through which the said intended railways and works will be made, or in which any lands or houses intended to be compulsorily taken are situate, and a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence; and that on or before the 23rd day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1863.

W. Gascoigne Roy, 28, Great George-street, Westminster, Solicitor for the Bill.

Isle of Purbeck Railway.

(Deviation of Line; Tramway; Provisions as to Capital; Arrangements with London and South-Western Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Isle of Purbeck Railway Company hereinafter called "The Company", for

leave to bring in a Bill for the following, or some of the following, among other purposes:—

To authorize the Company to make and maintain the deviation railway and the tramway following, or one of them; together with all necessary stations, approaches, cross roads, quays, wharves, warehouses, and other works, and conveniences connected therewith (that is to say):

A deviation in the line of railway authorized by "The Isle of Purbeck Railway Act, 1863," and in that Act referred to as Railway No. 1, commencing by and out of that authorized line of railway in the parish of Corfe Castle, in the county of Dorset, at a point in a field belonging to the Earl of Eldon, and now in the occupation of James Talbot Kent, and numbered on the deposited plans referred to in the said "Isle of Purbeck Railway Act, 1863," 22, in the same parish, and terminating in the parish of Saint Martin, Wareham, in the said county of Dorset, by a junction with the Southampton and Dorchester line of the London and South-Western Railway, at a point on that line thirteen and a-half chains, or thereabouts, westward of the point where that line crosses, on the level, the road leading from Bere Regis to Wareham, at or near the Wareham Station; which deviation railway will be made or pass from, in, through, or into the several parishes, extra-parochial and other places following, or some of them, namely:—Corfe Castle, Affington, Scotland, Narden, Church Knowle, Steeple Knowle, Creech, Middlebere, Arne, Stoborough, Slepe, Haymoor, Earls Mead, East Holme, Stoke, Worgret, East Morden, Saint Martin, Wareham, Lady Saint Mary, Wareham, and the Holy Trinity, Wareham, all in the county of Dorset.

To abandon and relinquish the construction of so much of the said Railway No. 1, authorized by "The Isle of Purbeck Railway Act, 1863," as is situate between the point hereinbefore described as the commencement of the said deviation railway, and the termination of the said authorized Railway No. 1, in the parish of Saint Martin, Wareham, and which will be rendered unnecessary by the construction of the said deviation railway, and to substitute the said deviation railway for the portion so abandoned, and to apply "The Isle of Purbeck Railway Act, 1863," thereto accordingly.

A tramway, commencing in the parish of Church Knowle, in a field called Furzy-ground, belonging to the Reverend Nathaniel Boud, late in the occupation of James and Henry Milledge, and now unoccupied, and terminating in the parish of the Holy Trinity, Wareham, on the southern bank of the River Frome, at a point where the existing tramway belonging to the Earl of Eldon's trustees, and now in the occupation of Messrs. William Joseph, and John William Pike, terminates, which point is 600 yards, or thereabouts, to the northward of a certain building and premises now in the occupation of the said Messrs. Pike, called or known as Ridge, which said tramway will be made or pass from, in, through, or into the several parishes, extra-parochial and other places following, or some of them, namely,—Church Knowle, East-Creech, Steeple, Slepe, Haymoor, Middlebere, Arne, Stoborough, and the Holy Trinity, Wareham, all in the county of Dorset; and for the purposes of that tramway, to purchase, take, and use the existing tramway in the parishes and places aforesaid between the commencement and termination of the tramway hereinbefore described.

To deviate laterally from the lines of the intended works, to the extent shown on the plans, and to deviate vertically from the levels shown on the sections hereinafter mentioned.

To authorize the Company to purchase by compulsion or otherwise, and to acquire, lands, houses, and other property for the purposes of the said

intended deviation railway, tramway, and works, or of the Bill.

To make such openings in, and alterations of, the Southampton and Dorchester line of the London and South-Western Railway as may be necessary for the purposes of the Bill.

To cross under, over, or on the level of, and to divert, alter, or stop up for the purposes of the Bill, and either temporarily or permanently, all such turnpike and other roads and highways, streets, footways, railways, stations, tramways, bridges, rivers, streams, brooks, aqueducts, watercourses, canals, navigations, sewers, pipes, and drains, in or adjoining the aforesaid parishes and places, or any of them, as it may be necessary so to cross, divert, alter, or stop up for the purposes of the said Bill, or any of them.

To vary and extinguish all existing rights and privileges connected with any lands, houses, and property proposed to be purchased for the purposes of the Bill, or which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges.

To levy tolls, rates, and duties for or in respect of the intended railway, tramway, and works; to alter existing tolls, rates, and duties; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties.

To authorise the Company to apply for the purposes of the Bill any capital or funds now belonging to them, or which they are authorised to raise by "The Isle of Purbeck Railway Act, 1863," and to raise a further sum of money for all or any of the purposes of the Bill by the creation of new shares, 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 those means.

And it is proposed by the said Bill to extend to the said deviation railway and tramway the powers and provisions relating to working traffic and other arrangements between the Company and the London and South-Western Railway Company, contained in sections 51 to 57, both inclusive, of "The Isle of Purbeck Railway Act, 1863," and to confer upon those Companies such other powers touching any of the matters mentioned in those sections as may be provided in the Bill.

To incorporate with the said 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 intended, so far as it may be necessary for any of the purposes of the Bill, to alter, amend, extend, or enlarge, or to repeal some of the powers and provisions of "The Isle of Purbeck Railway Act, 1863," and of the several Acts following, or some of them, that is to say: local and personal Acts 4 and 5 William IV., chapter 88; 1 Victoria, chapter 71; 2 and 3 Victoria, chapter 28; 4 and 5 Victoria, chapter 1; 7 and 8 Victoria, chapter 86; 8 and 9 Victoria, chapter 93; 9 and 10 Victoria, chapter 131; 10 and 11 Victoria, chapters 96, 97, 115, and 249; 11 and 12 Victoria, chapter 89; and 18 and 19 Victoria, chapter 188, and of any 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, duplicate plans and sections, describing the lines, situations, and levels of the intended railway, tramway, 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, or 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, and also a published map, with the lines of the proposed railway and tramway delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Dorset, at his office at Sherborne, in that county, and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the intended railway, tramway, and works will be made, or in which any lands, houses, or other property intended to be taken are situate, 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 extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence. And 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 9th day of November, 1863.

Phippard and Trevenen, Warcham;
Hoddings, Townsend, Lee, and Houseman,
3, Princes-street, Westminster;

Solicitors for the Bill.

Simson, Traill, and Wakeford, 1, Great
College-street, Westminster, Parliamen-
tary Agents.

Swansea Vale Railway Company.

(Further Money Powers; Amendment of Acts.)
NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to empower the Swansea Vale Railway Company (hereunder called "The Company") to raise more money and to create new shares or stock, in one or more classes, and to attach thereto, or to any class thereof, and also to any unissued shares, and to any shares substituted for shares forfeited, surrendered, or cancelled, or to any class of such shares respectively, any preference or priority in payment of interest, or dividend, and other special privileges, and to borrow on mortgages or bonds, and to create debenture stock. And to make further provision for the cancellation of shares forfeited and unissued, the surrender, merger, sale, or other disposition of shares forfeited or liable to forfeiture, and of other shares in the Company; and the creation and issue of new or substituted shares in lieu thereof, and the division of shares into half shares or otherwise. And to alter 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 necessary or desirable for any of the purposes of the said Bill) to amend the provisions of the several local and personal Acts of Parliament following, or some of them (that is to say); 18 and 19 Vict., cap. 60; 19 and 20 Vict., cap. 95; 22 Vict., cap. 2; 24 and 25 Vict., cap. 162, relating to the Company and its undertaking.

And notice is hereby given, that, 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 13th day of November, 1863.

Coke and Co., Neath, } Solicitors for
E. Strick, Swansea, } the Bill.

**Aberystwith and Welsh Coast Railway
(Steamboats).**

(Power to provide and use Steam and other Vessels—
Power to raise Capital—Amendment of Acts).

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

To confer upon the Aberystwith and Welsh Coast Railway Company (herein called "the Company") powers to make, purchase, hire, work, use, and let steam and other ships or vessels of every or any description, and to carry passengers, animals, minerals, and goods therein, between all or any of the several ports or places of Aberystwith, Aberdovey, Barmouth, Portmadoc, Pwllheli, and Porthdinlleyn, and other port or place at or near which there is or shall be a station of the Company, and all ports or places upon the coast of Ireland, or such of them as may be defined and mentioned in the intended Act, and to take and levy tolls, rates, duties and charges, and to have and exercise all proper and necessary powers in reference to such steam and other ships or vessels.

And it is proposed by the intended Act to authorise the Company to raise for the purposes aforesaid further sums, by the creation of shares or stock, either with or without preference or priority in payment of interest or dividends, and by borrowing on mortgage, or by any of those or other means, and to vary or extinguish all existing rights and privileges which would or might interfere with carrying into effect the objects and purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, vary, or repeal some or any of the provisions of the following Acts (that is to say) "The Aberystwith and Welsh Coast Railway Act, 1861," "The Aberystwith and Welsh Coast Railway Act, 1862," and "The Aberystwith and Welsh Coast Railway Act, 1863."

Printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited at the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1863.

Dated 6th day of November, 1863.

Bircham, Dalrymple, Drake, and Ward,
Parliament-street, Westminster, Solicitors
for the intended Act.

Lancaster Canal Transfer.

(Transfer of Lancaster Canal Company's undertaking to London and North Western Railway Company, and of part thereof to Leeds and Liverpool Canal Company; Power to levy Tolls and Rates, and Alteration of existing Tolls and Rates; Arrangements respecting Lands of the Lancaster Canal Company, of the London and North Western, and Lancashire and Yorkshire Railway Companies at Preston; Abandonment of Part of the Tramway of the Lancaster Canal Company; Stopping up of parts of Syke-road, Fleet-street, and Charnley-street, in Preston; Provision for Transfer of Lancaster Canal undertaking, or part thereof, to the Lancaster and Carlisle Railway Company; Amendment of the Acts of all the Companies).

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for an Act (hereinafter referred to as "The Act") to enable the Company of Proprietors of the Lancaster Canal Navigation (hereinafter referred to as "The Lancaster Company") to grant a lease of, or to sell, or otherwise transfer the whole of their undertaking, including all their real and personal estate, and all their rights, powers, and privileges, duties and liabilities, of whatever nature they may be, or some of them,

to the London and North Western Railway Company (hereinafter referred to as "The North Western Company,") or to lease, sell, or transfer to the North Western Company all that undertaking, estate, rights, powers, and privileges, duties, and liabilities, save the portion thereof to be transferred to the Company of Proprietors of the Canal Navigation from Leeds to Liverpool (hereinafter referred to as "The Leeds Company.")

And provision will be made in the Act for the lease, sale, or transfer to the Leeds Company of the south level of the Lancaster Canal, extending from Kirkless to Walton Summit, and including the lockage at Johnson's Hillock, and the lands and property of the Lancaster Company connected with that part of the undertaking, and all the rights, powers, and privileges, duties, and liabilities of the Lancaster Company, relating to or affecting that portion of their undertaking, and the benefit of any leases or agreements for the supply of water to or from that portion of their undertaking, and the Act will confer upon the Lancaster Company, the North Western Company, and the Leeds Company, the powers requisite for the purposes aforesaid.

And the Act will enable the North Western Company, and the Leeds Company respectively, to accept such leases, sales, or transfers, and to exercise such rights, powers, and privileges, and to assume such duties and liabilities.

And if need be, the Act will render the making or acceptance, as the case may be, of such sale, lease, or transfer, obligatory upon the Lancaster Company, on the one hand, and the North Western Company and the Leeds Company, on the other hand; or on the Lancaster Company and the North Western Company, on the one hand, and the Leeds Company, on the other hand; or will contain provisions for absolutely effectuating by the Act itself such sales, leases, or transfers.

And by the Act provision will be made either for continuing the Lancaster Company with all their corporate powers, or with such of their corporate powers as may be deemed expedient, or (if need be) for the dissolution of the Lancaster Company, and the winding-up of their affairs, and the distribution of their assets.

And for the purpose of carrying into effect any such lease, sale, or transfer, as aforesaid, the Act will provide for the payment by the North Western Company, and by the Leeds Company, or by one of them, to the Lancaster Company, or by the Leeds Company to the North Western Company, as the case may be, of an annual rent or rents, annuity or annuities; or of a sum or sums in gross, or partly of the one and partly of the other; or in the event of the dissolution of the Lancaster Company, for the payment to the individual shareholders in that Company, and their representatives from time to time, of their respective rateable proportions of any annual rent or rents which may be reserved by any such lease or transfer.

And the Act will provide, if need be for the raising of additional capital by the North Western Company, by means of ordinary shares or stock, or by means of shares or stock, having a preference or priority in payment of dividend or interest over all or any of the other shares or stock in the North Western Company, or by means of debenture shares or stock having a like preference or priority as last aforesaid, or by means of mortgages or bonds, and for the granting of rent charges and annuities by the North Western Company, and will authorize the application of such moneys for the purpose of effectuating any

such lease, purchase, or transfer, as aforesaid, and any objects in anywise consequential upon such lease, purchase, or transfer, or authorized by the Act, and the North Western Company will be authorized to apply any moneys already under their control, or which they have power to raise by shares or borrowing, and their revenue and corporate funds, for the purpose of effectuating any such lease, purchase, or transfer, or other objects, and corresponding powers will (if need be) be conferred on the Leeds Company for the raising and application of moneys and granting of rent charges and annuities and application of revenue and funds for effecting the objects of the Act which may relate to them.

And the Act will ratify and confirm, and make binding and compulsory upon the Companies, parties thereto, any agreement or arrangement already entered into between the before-named Companies, or any two of them, or which may be hereafter entered into with reference to any such lease, sale, or transfer; or any other object of the Act, or (if thought fit) will alter or vary any such agreement or arrangement, and will authorize the making of new agreements and arrangements.

And the Act will authorize the North Western Company, and the Leeds Company respectively, to demand, levy, and receive the tolls, rates, dues, duties, rents, and remunerations, which, under and by virtue of any Act of Parliament, or under or by virtue of any contract or agreement, the Lancaster Company are now authorized to demand, levy, and receive, in respect of the portion of the undertaking comprised in any such lease, sale, or transfer; and will alter such tolls, rates, and duties, and authorize the levying of other tolls, rates, duties, and charges.

And by the Act, and for the purpose of effectuating the objects thereof, the property, rights, privileges, and obligations of the shareholders in the Lancaster Company will be altered and varied; and the Act will also alter and vary such other rights and privileges as may interfere with the purposes thereof.

And the Act will repeal the exception in section 76, and the whole of section 77 of the Local and Personal Act of the 32nd year of George III., cap. 101; and will authorize the Lancaster Company, at any general meeting, to revoke, alter, amend, or change any of the rules and directions in that Act, as to the calling of general meetings, and the time and place of assembling, and manner of voting, and of appointing the committee and the number of persons to constitute a committee, and a quorum of a committee; and will make such other alterations in the constitution of the Lancaster Company, as may be necessary.

And if deemed expedient, provision will be made in the Act for the appropriation of lands of the Lancaster Company at Preston, acquired by the North Western Company, under the Act to the general purposes of that Company; or for the sale, disposal, or exchange by that Company of all or any of such lands, or for the appropriation of such lands, or any part or parts thereof, and any other lands at Preston belonging to the North Western Company solely, or to them and the Lancashire and Yorkshire Railway Company jointly, or to the last-named Company solely, to the joint or separate purposes of the North Western Company and the Lancashire and Yorkshire Railway Company, on terms to be fixed by agreement or by arbitration.

And it is proposed by the Act to provide for the abandonment of so much of the tramway and the works connected therewith of the Lancaster Company, in the township of Preston and parish of Preston, and the township of Walton-le-Dale,

in the parish of Blackburn, as extends from the north side of Fishergate-street in Preston, and thence over the river Ribble to the south side of the turnpike-road leading from Preston to Chorley, and to vest the site thereof, either in the Lancaster Company or in the North Western Company, or in such other parties, and upon such terms and conditions, pecuniary or otherwise, as may be provided for in the Act.

And it is intended by the Act to provide for the alteration, discontinuance, diversion, and stopping up, and appropriate to stations or other purposes of the roads, or footpaths in the township of Preston, and parish of Preston hereinafter mentioned, to wit, so much of Syke-road or footpath as passes through or over the lands or property of the North Western and Lancashire and Yorkshire Railway Companies jointly, or of the Lancashire and Yorkshire Railway Company solely, or of the Lancaster Company, and so much of the streets called respectively Fleet-street and Charnley-street, as pass through, or over, or are situate within the property of the Lancaster Company, and for the extinguishment of all public rights and interests in or over the portions of roads or footpaths so stopped up.

And the said Act will empower the North Western Company, and the mayor, aldermen, and burgesses of the borough of Preston (herein called "the Corporation") to enter into and carry into effect agreements or arrangements with relation to the stopping up and discontinuing the before-mentioned portions of streets and footpaths, and for the acquisition by or vesting in the Corporation of the site or part thereof of the tramway of the Lancaster Company proposed to be abandoned under the provisions of the Act.

And the Act will provide for the transfer on such terms and conditions as may be agreed upon or settled under the provisions of the Act to the Lancaster and Carlisle Railway Company (upon the determination of any subsisting lease of their undertaking to the North Western Company) of all or any part of the property, lands, estates, rights, powers, and privileges of the Lancaster Company; which at the determination of such lease may be vested in or belong to the North Western Company, and will confirm any agreements between the North Western Company and the Lancaster and Carlisle Company in relation thereto.

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 Lancaster Company (that is to say), Local and Personal Acts, 32 George III., cap. 101; 33 Geo. III., cap. 107; 36 Geo. III., cap. 97; 39 and 40 Geo. III., cap. 57; 47 Geo. III., cap. 113; and 59 Geo. III., cap. 64; and also of the several Acts following, or some of them, directly or indirectly relating to the North Western Company (that is to say), Local and Personal Acts, 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278 and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and

19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vic., caps. 55, 66, 78, 86, 98, 104, 118, 148, 171, 176, 198, 200, 208, and 209; and 26 and 27 Vic., caps. 5, 108, 177, 208, and 217; and also of the several Acts following, or some of them, directly or indirectly, relating to the Leeds and Liverpool Canal Company (that is to say), 6 Geo. I., cap. 28; 10 Geo. III., cap. 114; 23 Geo. III., cap. 47; 30 Geo. III., cap. 65; 34 Geo. III., cap. 94; and (Local and Personal) 59 Geo. III., cap. 105; and also of the several Acts following, (that is to say, Local and Personal Acts 22 and 23 Victoria, cap. 110, and 9 and 10 Vic., cap. 231, and any other Act or Acts directly or indirectly affecting the Lancashire and Yorkshire Railway Company; and also of the Act (Local and Personal) 7 and 8 Vic., cap. 37; and any other Act or Acts directly or indirectly affecting the Lancaster and Carlisle Railway Company.

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

Dated the 10th day of November, 1863.

G. W. Maxsted, Lancaster;

Jas. Blenkinsop, London;

Solicitors for the Bill.

London and North Western Railway.

(Traffic Arrangements.)

(Arrangements with the Irish North-Western, the Dundalk and Greenore, the Newry and Greenore, the Newry and Armagh, the Ulster, the Dublin and Belfast, and the Dublin and Drogheda Railway Companies, and the City of Dublin Steam Packet Company, the Dundalk Steam Packet Company Limited, and others; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the London and North-Western Railway Company (hereinafter called "The Company") for an Act for the following purposes, or some of them:—

To empower the Company, the Irish North-Western Railway Company, the Dundalk and Greenore Railway Company, the Newry and Greenore Railway Company, the Newry and Armagh Railway Company, the Ulster Railway Company, the Dublin and Belfast Junction Railway Company, and the Dublin and Drogheda Railway Company, or any of them, to enter into and carry into effect arrangements and agreements with reference to the transmission of traffic upon and over the railways of those Companies respectively, or any of them, or any parts thereof, and with reference to the interchange of traffic between their respective railways, or any of them, and the fixing and ascertaining, division and apportionment between the said Companies, or any of them (parties to any such arrangement), of the tolls, rates, and charges arising from such traffic, and to confirm any agreements already made between the said Companies, or any of them, in relation to any of the matters aforesaid.

To empower the Company, and any of the said Railway Companies on the one hand, and the City of Dublin Steam Packet Company, or the Dundalk Steam Packet Company Limited, or any other Companies or persons, owners or proprietors, from time to time, of steam-packets and other

vessels, on the other hand, to enter into and carry into effect arrangements and agreements with reference to the transmission and interchange of traffic between the ports of Dublin, Kingstown, Dundalk, Greenore, and Carlingford Bay, or any of them, and the ports of Liverpool and Holyhead, or either of them, and the fixing, ascertaining, division, and apportionment, between the Company and the said Steam Packet Companies; and such other Companies and persons, owners or proprietors as aforesaid, or any or either of them, of the tolls, rates, and charges arising from such traffic, and to confirm any agreements already made between the Company and the said Steam Packet Companies, and such other Companies or persons, owners or proprietors, or any or either of them, in relation to any of the matters aforesaid.

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 (that is to say):— Local and personal, 9 and 10 Vict., cap. 204; 11 and 12 Vict., cap. 60; 18 and 19 Vict., cap. 172; and 24 and 25 Vict., cap. 123; and any other Act or Acts relating to or affecting the Company; and also the Acts 8 and 9 Vict., cap. 96; and 25 and 26 Vict., cap. 139; and any other Act or Acts relating to the Irish North-Western Railway Company; and also the Act 26 and 27 Vict., cap. 233, relating to the Dundalk and Greenore Railway Company; and also the Act 26 and 27 Vict., cap. 229, relating to the Newry and Greenore Railway Company; and also the Act 6 Will. IV., cap. 33, and any other Act or Acts relating to the Ulster Railway Company; and also the Act 20 and 21 Vict., cap. 156, and any other Act or Acts relating to the Newry and Armagh Railway Company; and also the Acts 8 and 9 Vict., cap. 130, and any other Act or Acts relating to the Dublin and Belfast Junction Railway Company; and also the Acts 6 and 7 Will. IV., cap. 132, and any other Act or Acts relating to the Dublin and Drogheda Railway Company; and also the Act 3 and 4 Will. IV., cap. 115; and 23 and 24 Vict., cap. 98, and any other Act or Acts relating to the City of Dublin Steam Packet Company.

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

Dated this 6th day of November, 1863.

James Blenkinsop, Solicitor for the Bill.

London and North Western Railway.

(Additional Powers.)

(New Railways, Roads and Works, and additional Lands in the counties of Chester, Lancaster; Hereford, Middlesex, Flint and Denbigh; Stopping up of road at Salford, and discontinuance of footpaths in the parish of Holywell; extension of Time for purchase of Lands, and for sale of superfluous Lands; Abandonment of Lines in Cheshire and Staffordshire; Use of Railways at Burton; Arrangements with Great Western, Midland and Vale of Clwyd Railway Companies; Provisions as to Joint Station at Preston, and as to Rates in respect of Birkenhead Railway; Repeal of "Disley and Hayfield Railway Act, 1860;" Additional Capital; 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 London and North Western Railway Company (hereinafter called the Com-

pany), for an Act for the following purposes, or some of them:—

To enable the Company to make and maintain the Railways following, or some or one of them, with all proper approaches, stations, works and conveniences connected therewith, that is to say:—

A railway commencing in the township of Crewe, in the county of Chester, at or near the junction of the Chester and Crewe branch with the main line of the London and North Western Railway, and terminating in the township of Monks Coppenthal, in the parish of Coppenthal, in the same county, by a junction with the Chester and Crewe branch of the same railway, at a point twenty chains or thereabouts, to the west of a bridge where the road from Wistaston crosses the said Chester and Crewe Railway, which said intended railway will pass from, in, through or into the several parishes, townships and extra-parochial places following, or some of them, that is to say:—Barthomley, Crewe, Coppenthal and Monks Coppenthal, all in the said county of Chester;

A railway commencing in the township and parish of Warrington, in the county of Lancaster, by a junction with the London and North Western Railway, at or near a bridge commonly called Bank Quay Bridge, which carries the Bank Quay Road over the said railway at the Warrington station there, and terminating in the same township and parish by a junction with the Railway of the Saint Helen's Canal and Railway Company, at a point, three hundred yards, or thereabouts, to the westward of the bridge which carries the London and North Western Railway over the Saint Helen's railway, which said intended railway will be wholly situate within the said township and parish of Warrington;

A railway commencing in the parish of Saint John the Baptist, within the city of Hereford, and the liberties thereof, and in the county of Hereford, by a junction with the Newport, Abergavenny and Hereford line of the Great Western Railway, at a point between the distance posts on such line marked respectively 31 and 31½ miles, and terminating in the township of Lower Bullingham, in the parish of Saint Martin, in the same county, by a junction with the Hereford, Ross and Gloucester Line of the Great Western Railway, at or near to the distance post on such line marked 142½ miles, which intended railway will pass from, in, through or into the several parishes, townships and extra-parochial or other places following, or some of them, that is to say:—Saint John the Baptist, Saint Martin, Grafton, Bullingham or Upper Bullingham, Lower Bullingham and Saint Owen, within the said city of Hereford, and the liberties thereof, and in the said county of Hereford;

A railway commencing in the parish of Willesden, in the county of Middlesex, by a junction with the Hampstead Junction Railway, near to the Kensal Green and Harlesden station of that railway, and terminating in the parish of Acton, in the same county, by a junction with the London and North Western Railway; at a point three hundred yards, or thereabouts, to the westward of the bridge which carries the North and South Western Junction Railway over the London and North Western Railway, in the parish of Hammersmith, in the said county; which said intended railway will

be situate within the said parishes of Willesden, Hammersmith and Acton, or some or one of them.

A railway commencing in the said parish of Willesden, by a junction with the said Hampstead Junction Railway, sixty yards, or thereabouts, on the west side of the bridge which carries the road leading from London to Harlesden over the last-named railway, and terminating in the parish of Hammersmith, by a junction with the West London Railway, near to the point where such last-named railway crosses the Grand Junction Canal, which said intended railway will be situate within the said parishes of Willesden and Hammersmith, or one of them;

A railway or siding, to be situate wholly in the township and parish of Liverpool, in the county of Lancaster, commencing by a junction with the London and North Western Railway, at or near the point where that railway passes under Upper Frederick-street, and terminating in the Wapping station of the said railway 100 yards, or thereabouts, to the west of Park-lane;

A railway commencing in the township of Esclusham above, in the parish of Wrexham, in the county of Denbigh, on the south side of the office or machine house of the Llwyn-enion Fire Clay Works, in the occupation of Messieurs Hayes and Atkins, and terminating in the township of Bodylltyn, in the parish of Ruabon, in the said county of Denbigh, by a junction with the existing tramway or railway belonging to the Shropshire Union Railways and Canal Company, and in lease to the Company, in a field called "The Red Ore Field," in the occupation of Mr. William Kenrick, and which said intended Railway will pass from, in, through, or into the several parishes, township, and places of Wrexham, Esclusham above, Esclusham below, Morton above, Ruabon, and Bodylltyn, or some of them, all in the county of Denbigh;

A railway commencing in the township of Christionydd Kenrick, in the parish of Ruabon in the county of Denbigh, at a point, about one hundred and forty yards to the north-west of the junction of the existing line of railway of the Shropshire Union Railways and Canal Company in lease to the Company with the Plas Madoc Branch Railway, and terminating in the township of Trevor Issa, in the parish of Llangollen, in the county of Denbigh, on the wharves of the canal of the said Shropshire Union Railways and Canal Company at the north end of the Pontcysyllte Aqueduct, which said intended railway will pass from, in, through, or into the parishes, townships, and places of Ruabon, Christionydd Kenrick, Llangollen, Trevor Issa, and Trevor Ucha, or some of them, in the said county of Denbigh, with power to appropriate to the purposes of the said intended railway, all or any portion of the existing tramway, also in lease to the Company, between the points of commencement and termination of the said last-mentioned intended railway;

A railway situate wholly in the township of Trevor Issa, in the parish of Llangollen, in the county of Denbigh, commencing by a junction with the said last-mentioned intended railway near the place where such last-mentioned railway is intended to cross the township road leading from Trefynnant to Cefn Mawr, and terminating by a junc-

tion with the Vale of Llangollen Railway about one hundred yards to the south-west of the platform of the Trevor station on the said Vale of Llangollen Railway;

To empower the Company to make a new street or road, all in the parish of Saint Pancras, in the county of Middlesex, to commence by a junction with Drummond-street, at a point between the Euston and Victoria Hotels, in the said street, and to terminate in Euston-road opposite to Endsleigh-street, on the south side of Euston-square:

To empower the Company to make an alteration or deviation within the township of Hartsheath, in the parish of Mold, in the county of Flint, of the existing public road leading from Bryngrono Bridge to Hope, to commence near the point where the Ffrith Branch of the Mold Railway, belonging to the Company, crosses the same road on the level, about two furlongs from the Padeswood station on the said Mold Railway, and to terminate at a point on the said road, about fifteen chains in a south-easterly direction from the commencement of the said deviation, and to stop up and discontinue as a public thoroughfare, and appropriate to the purposes of the Company the site of so much of the existing road as is situate between the points aforesaid:

To empower the Company to make an alteration or deviation in the township of Leeswood, in the said parish of Mold, of the existing public road leading from Pontblyddyn to Leeswood, to commence near the point where the said Ffrith Branch crosses the same road on the level, and to terminate by a junction with the turnpike road leading from Wrexham to Mold, at a point near to or adjoining the western end of the bridge which carries the said Ffrith branch over the said turnpike road; and to stop up and discontinue as a public thoroughfare, and appropriate to the purposes of the Company, the site of so much of the existing road as lies between the said level crossing thereof and the said Wrexham and Mold turnpike road:

To empower the Company to make an alteration or deviation within the township and parish of Flint, in the county of Flint, of the existing public road called Brick Kiln-lane, to commence near the point where the Chester and Holyhead Railway, belonging to the Company, crosses the same road on the level, and to terminate at a point on the turnpike road leading from Connah's Quay to Flint, about one chain south-eastwards of the junction of the said Brick Kiln Lane with the turnpike road aforesaid, and to carry the road over the said railway by a bridge; and to stop up and discontinue as a public thoroughfare, and to appropriate to the purposes of the Company, the site of so much of the existing road as is situate between the points aforesaid:

To empower the Company to acquire, by compulsion or agreement, lands and houses for all or any of the purposes aforesaid, and also the lands and houses hereinafter described or referred to, that is to say:—

Certain lands and houses in the parish of Saint Leonard Shoreditch, in the county of Middlesex, extending from the north side of Eldon-street to the south side of Ruddock's-buildings, and situate on the north-westerly side of Long-alley, and to stop up and discontinue as thoroughfares and appropriate the sites of all streets, courts, alleys, and places within the limits aforesaid;

Certain lands and houses in the township and parish of Wigan, in the county of Lancaster, adjoining the Company's station on the north-west side thereof, and thence extend-

ing to Chapel Lane; and also certain other lands and houses in and adjoining Wallgate, in the said township and parish of Wigan, extending in front of Wallgate twenty-five yards or thereabouts, and in depth forty-five yards or thereabouts, all of which lands and houses are situate on the north-east side, and near the Company's station and premises at Wigan;

Certain lands and property situate in the townships of Saltney and Bretton, or one of them, in the parish of Hawarden, in the said county of Flint, forming a strip of land fifty yards in width on each side of the Mold Railway of the said Company, parallel with and adjoining thereto, commencing at the point where the said Mold Branch joins the Chester and Holyhead Railway, and extending in the direction of Mold a distance of one mile or thereabouts; and another strip of land situate in the townships of Saltney, Bretton, Manor and Rake, in the parish of Hawarden aforesaid, fifty yards in width, parallel with and adjoining the south side of the said Chester and Holyhead Railway, and extending from the point where the said Chester and Holyhead Railway crosses the Saltney-lane on the level, a distance of sixty chains or thereabouts towards Holyhead;

Certain lands and property situate in the townships of Bistree, Hartsheath, and Leeswood, in the said parish of Mold, in the county of Flint, forming a strip of land fifty yards in width, parallel with and adjoining each side of the said Ffrith Branch of the Mold Railway, and extending from the junction of the said Ffrith Branch with the said Mold Railway to the said turnpike road leading from Wrexham to Mold.

Certain land in the township of Ince in Mackerfield and parish of Wigan, in the county of Lancaster, on the west side of and adjoining the North Union Railway, belonging to William Gerard Walmsley, Esquire, and near to the point where the Springs Branch Railway joins the North Union Railway; and also a certain field on the westwardly side of the North Union Railway, and southerly side of the Wigan Cemetery; and a strip of land lying between the Wigan Cemetery and the North Union Railway:

Certain lands in the township of Salford and parish of Manchester, in the said county of Lancaster, adjoining the London and North Western Railway, and running parallel thereto on the south side thereof, extending from the west side of Oldfield-road to the east side of Chester-street, and in depth on the south of the said railway ninety yards or thereabouts.

To empower the Company to acquire, by compulsion or otherwise, the lands and houses, or any of them hereinafter described, situate in the township and parish of Manchester, in the county of Lancaster (that is to say): the lands and houses lying between and bounded by Boad-street, Store-street, Berry-street, Malaga-street, and Sheffield-street; and to stop up and discontinue as public thoroughfares all or any part or parts of the following streets (that is to say): Boad-street, Scholes-street, Chapel-street, Lomas-street, and Berry-street, and also so much of Sheffield-street as lies between its junction with Malaga-street and Boad-street respectively, and to appropriate the sites of the said streets or portions of streets respectively to the purposes of the intended Act.

To empower the Company to stop up, discontinue, and extinguish all rights of way over, and to appropriate to the use of the said Company so much of the public highway known as Ordsall-lane as lies between the south side of the London and North-Western Railway and the street communicating between Ordsall-lane and Wilburn-street, a distance of sixty-five yards or thereabouts, all in the township of Salford and parish of Manchester; and also so much of the same public highway as extends from the said railway, on the north side thereof, for a distance of eight yards or thereabouts therefrom.

To empower the Company to stop up and discontinue, and extinguish all rights of way in respect of so much of the existing public footpaths in the township of Bagillt Fawr and Bagillt Fechan, or either of them, in the parish of Holywell, in the county of Flint, leading from the turnpike road from Flint to Mostyn to the shore of the river Dee, as crosses on the level the Chester and Holyhead Railway and sidings near the Bagillt station thereon, and to divert the said footpath or footpaths along the new road recently made by Messieurs Newton, Keates, and Company, adjoining to and south-west of property belonging to the Company, situate between the said footpath and the said Bagillt Station.

To vary and extinguish all existing rights and privileges connected with any lands and houses proposed to be purchased or appropriated for the purposes of the intended Act, which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, tramways, canals, rivers, and streams within or adjoining to the aforesaid parishes and townships, which it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act.

To authorise the Company to levy tolls, rates, or duties for or in respect of the said railways and works, and to grant exemptions from the payment of such tolls, rates, and duties.

To extend the time and enlarge or revive the powers granted to the Company by "The London and North Western Railway (Lines near Liverpool) Act, 1861," for the compulsory purchase of certain lands and houses in the township and parish of Liverpool, lying between the northern side of the intended new street by the said Act authorised to be constructed, and the existing station of the Company at Lime-street, and between the northern side of the said intended new street and the south side of Sidney-street.

To extend the time for the sale by the Company of all or any lands acquired by them which are not or eventually may not be, required for the purposes of their undertaking, and to confer further powers on the Company with relation thereto.

To repeal so much of "The London and North Western Railway (Cheshire Lines) Act, 1861," as relates to the intended railway in the said Act described as

A railway to commence in the township of Cheadle Bulkeley aforesaid, by a junction with the intended railway first therein described near to and on the southerly side of certain bleach works called the Edgeley Bleach Works, and to terminate in the township and parish of Stockport by a junction with the Stockport, Disley, and Whaley-bridge Junction Railway, at a point to the south-east of the junction of the last-men-

tioned railway with the London and North-Western Railway;

And to authorise the abandonment of such railway:

To repeal so much of "The South Staffordshire Railway Act, 1855," as relates to that portion of the railway by the said Act secondly authorised, as was intended to form a junction with the Oxford, Worcester, and Wolverhampton Railway, and to authorise the abandonment of such railway:

To repeal "The Disley and Hayfield Railway Act, 1860," and to authorise the abandonment of the railway thereby authorised, and to provide for the dissolution of the Company:

To enable the Company 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, or other consideration as may be agreed upon or settled by arbitration, or provided for by the said intended Act, the railways described in and authorised by the thirty-first section of "The Midland Railway (Burton Branches) Act, 1860," to be constructed by Messieurs Allsopp and Sons, and therein called Connection Railway No. 1, and Connection Railway No. 2, or any part or parts thereof respectively:

To empower the Company and the Great Western Railway Company to enter into and carry into effect arrangements and agreements with reference to the working and use, management and maintenance of the intended railway, to connect the Newport, Abergavenny, and Hereford Railway with the Hereford, Ross, and Gloucester Railway, and the costs and expenses of such working, and use, management, and maintenance; and with respect to the use by the Company of so much of the Hereford, Ross, and Gloucester Railway as is situate between the point at which the said proposed railway will join the same and the Barrscourt Joint Railway Station at Hereford; and with respect to such alterations and additions in the said portion of railway as may be necessary for enabling the Company to use the same; and to confirm any agreement already made between the Company and the Great Western Railway Company in relation to any of the matters aforesaid:

To empower the Company and the Midland Railway Company to enter into and carry into effect arrangements and agreements with reference to the transmission of traffic upon and over the railways, or any part thereof, of the Company, and the Midland Railway Company respectively; and with reference to the interchange of traffic between their respective railways, and the fixing, and ascertaining, and the division and apportionment between the said Companies of the tolls, rates, and charges arising from such traffic, and with reference to the user by either of the said Companies of portions of the undertaking of the other of such Companies, and to confirm any agreements already made between the said Companies in reference to any of the matters aforesaid:

To empower the Company and the Midland Railway Company to enter into and carry into effect arrangements and agreements with reference to the working and use, management, and maintenance of the Lancaster and Carlisle Railway, the Lancaster and Preston Junction Railway, and the Kendal and Windermere Railway, and with reference to the admission of the Midland Railway Company to a joint interest with the Company in those railways respectively, and for altering, with the consent of the Lancaster and Carlisle Railway Company, and empowering

them to alter, the terms and conditions of the existing lease to the Company of those railways respectively:

To empower the Company and the Vale of Clwyd Railway Company to enter into and carry into effect arrangements and agreements with reference to the use, working, maintenance, and management by the Company of the undertaking, or any part thereof, of the Vale of Clwyd Railway Company, and with reference to the transmission of traffic upon and over the railways, or any parts thereof, of the Company and the Vale of Clwyd Railway Company respectively, and to the interchange of traffic between their respective railways, and the fixing and ascertaining, and division and apportionment between the said Companies of the tolls, rates, and charges arising from such traffic:

To confirm and give effect to all or any agreements already made between the Company and the Vale of Clwyd Railway Company, in relation to all or any of the matters aforesaid:

To make provision for the future management, government, direction, working, and use of the station at Preston, in the county of Lancaster, known as the Preston Station, belonging to the Company and the Lancashire and Yorkshire Railway Company, and to provide for the settlement of all differences and disputes between those Companies respectively in relation thereto, either by the appointment of a standing arbitrator or by such means as may either be agreed upon between the two Companies, or as may be provided for by the said Act; and, so far as may be necessary for the purposes aforesaid, or any of them, to alter, amend, and enlarge, or to repeal, all or some of the provisions of the Act (local and personal) 9 and 10 Vict., cap. 231, and of all or any other Act or Acts relating to the said Preston Station:

To limit and define the proportion in which the Company and the Great Western Railway Company, as the owners of the Birkenhead Railway, shall be liable to be assessed and to contribute to the poor and other local rates in respect of the Birkenhead Railway, and, if need be, to alter and amend all or any of the following Acts relating to the Birkenhead Improvement Commissioners (that is to say): 3 Wm. IV. cap. 68; 1 Vict., cap. 33; 4 and 5 Vict. cap. 62; 5 Vict. Sess. 2, cap. 5; 6 Vict. caps. 13 and 24; 7 Vict. cap. 32; 9 Vict. cap. 18; 13 Vict. cap. 3; 21 and 22 Vict. caps. 85 and 121; and 26 and 27 Vict. cap. 106:

To alter and define the period at which the register of transfers of the Company may be closed previous to each ordinary meeting:

And it is also proposed by the said intended Act to extend the operation of the seventieth section of the Act 9 and 10 Vict. cap. 204, relative to the penalty for using the London and North Western Railway on foot to the several railways vested in or worked by the Company.

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

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 in-

directly relating to 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, 203, 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, 103, 177, 208, and 217.

And also of the Acts 7 and 8 Geo. IV. cap. 102; 9 and 10 Vict. caps. 322, 323, 324; and 10 and 11 Vict. cap. 121, and any other Act or Acts relating to the Shropshire Union Railways and Canal Company.

Also of the Act 7 and 8 Vict. cap. 18, relating to the Midland Railway Company, and any other Act or Acts relating to that Company.

Also of the Act 5 and 6 Will. IV. cap. 107, and any other Act or Acts relating to the Great Western Railway Company.

Also of the following Acts, or some of them, relating to the Lancaster and Carlisle Railway Company (that is to say): 7 Vict., cap. 37; 8 and 9 Vict. cap. 83; 9 and 10 Vict. cap. 257; 20 and 21 Vict. cap. 161; 21 and 22 Vict. cap. 128; and 22 and 23 Vict. cap. 124.

Also of the following Acts, or some of them, relating to the Lancaster and Preston Junction Railway Company (that is to say): 7 Will. IV., and 1 Vict. cap. 22; 3 and 4 Vict. cap. 4; 6 and 7 Vict. cap. 4; 12 and 13 Vict. cap. 87; and 22 and 23 Vict. cap. 124.

Also of the following Acts, or some of them, relating to the Kendal and Windermere Railway Company (that is to say): 8 and 9 Vict. cap. 32; 11 and 12 Vict. cap. 26; and 22 and 23 Vict. cap. 124.

Also of the following Acts, or some of them, relating to the Vale of Clwyd Railway Company (that is to say): 19 and 20 Vict. cap. 45; 24 and 25 Vict. cap. 192; and 25 and 26 Vict. cap. 93.

Also of the Act 22 and 23 Vict. cap. 110, and any Act or Acts therein recited or referred to, and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company.

Also of the Act 23 and 24 Vict. cap. 122, relating to the Disley and Hayfield Railway Company.

And notice is hereby also given, that on or before the thirtieth day of November instant, a published map and plans and sections relating to the objects of the proposed Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited as follows (that is to say): As regards the works and lands in the county of Chester, with the Clerk of the Peace for the county of Chester; at his office in the city of Chester; as regards the works and lands in the county of Lancaster, with the Clerk of the Peace for the county of Lancaster, at his office in Preston; as regards the works and lands in the county of

Hereford, with the Clerk of the Peace for the county of Hereford, at his office in the city of Hereford; as regards the works and lands in the county of Middlesex, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; as regards the works and lands in the county of Flint, with the Clerk of the Peace for the county of Flint; at his office in Mold; and as regards the works and lands in the county of Denbigh, with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin; and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made, or lands are situate, together with a copy of this notice as published in the London Gazette, will, on or before the said thirtieth day of November, be deposited as follows (that is to say): In the case of parishes not mentioned in either of the schedules to the Act 18 and 19 Vict. cap. 120, with the clerks of such parishes respectively, at their respective places of abode; and in the case of any such parish mentioned in schedule (A) to that Act, with the clerk of the vestry of such parish, at his place of abode; and in the case of any parish mentioned in schedule (B) to that Act, with the clerk of the district board, at his place of abode; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place.

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

Dated this eleventh day of November, 1863.

James Blenkinsop, Solicitor for the Bill.

London and North-Western Railway.

(Additional Powers.)

(New Railways, Roads, and Works, and Additional Lands, in the counties of Chester, Lancaster, Hereford, Middlesex, Flint, and Denbigh—Stopping up of Road at Salford, and Discontinuance of Footpaths in the parish of Holywell—Extension of Time for purchase of lands and for sale of superfluous lands—Abandonment of Lines in Cheshire and Staffordshire—Use of Railways at Burton—Arrangements with Great Western, Midland, and Vale of Clwyd Railway Companies—Provisions as to Joint Station at Preston, and as to rates in respect of Birkenhead Railway—Repeal of "Disley and Hayfield Railway Act, 1860"—Additional Capital—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 London and North Western Railway Company (hereinafter called "The Company") for an Act for the following purposes, or some of them:

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

A railway commencing in the township of Crewe, in the county of Chester, at or near the junction of the Chester and Crewe branch with the main line of the London and North Western Railway, and terminating in the township of Monks Coppenhall, in the parish of Coppenhall, in the same county, by a junction with the Chester and Crewe branch of the same railway, at a point twenty

chains or thereabouts to the west of a bridge where the road from Wistaston crosses the said Chester and Crewe Railway, which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them (that is to say): Barthomley, Crewe, Coppenhall, and Monks Coppenhall, all in the said county of Chester;

A railway commencing in the township and parish of Warrington, in the county of Lancaster, by a junction with the London and North Western Railway, at or near a bridge commonly called Bank Quay Bridge, which carries the Bank Quay Road over the said railway at the Warrington station there, and terminating in the same township and parish by a junction with the railway of the Saint Helen's Canal and Railway Company, at a point three hundred yards or thereabouts to the westward of the bridge which carries the London and North Western Railway over the Saint Helen's Railway, which said intended railway will be wholly situate within the said township and parish of Warrington:

A railway commencing in the parish of Saint John the Baptist, within the city of Hereford, and the liberties thereof, and in the county of Hereford, by a junction with the Newport, Abergavenny, and Hereford line of the Great Western Railway, at a point between the distance posts on such line marked respectively 31 and 31½ miles, and terminating in the township of Lower Bullingham, in the parish of Saint Martin, in the same county, by a junction with the Hereford, Ross, and Gloucester line of the Great Western Railway, at or near to the distance post on such line marked 142¾ miles, which intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Saint John the Baptist, Saint Martin, Grafton, Bullingham or Upper Bullingham, Lower Bullingham, and Saint Owen, within the said city of Hereford; and the liberties thereof; and in the said county of Hereford;

A railway commencing in the parish of Willesden, in the county of Middlesex, by a junction with the Hampstead Junction Railway, near to the Kensal Green and Harlesden station of that railway, and terminating in the parish of Acton, in the same county, by a junction with the London and North Western Railway, at a point three hundred yards or thereabouts to the westward of the bridge which carries the North and South Western Junction Railway over the London and North Western Railway, in the parish of Hammersmith, in the said county; which said intended railway will be situate within the said parishes of Willesden, Hammersmith, and Acton, or some or one of them;

A railway commencing in the said parish of Willesden, by a junction with the said Hampstead Junction Railway sixty yards or thereabouts on the west side of the bridge which carries the road leading from London to Harlesden over the last named railway, and terminating in the parish of Hammersmith by a junction with the West London Railway near to the point where such last named railway crosses the Grand Junction Canal, which said intended railway will be situate within the said parishes of Willesden and Hammersmith, or one of them;

A railway or siding, to be situate wholly in

the township and parish of Liverpool, in the county of Lancaster, commencing by a junction with the London and North Western Railway, at or near the point where that railway passes under Upper Frederick-street, and terminating in the Wapping Station of the said railway 100 yards or thereabouts to the west of Park-lane;

A railway commencing in the township of Esclusham Above, in the parish of Wrexham, in the county of Denbigh, on the south side of the office or machine house of the Llwynenion Fire Clay Works, in the occupation of Messieurs Hayes and Atkins, and terminating in the township of Bodylltyn, in the parish of Ruabon, in the said county of Denbigh, by a junction with the existing tramway or railway belonging to the Shropshire Union Railways and Canal Company, and in lease to the Company, in a field called "The Red Ore Field," in the occupation of Mr. William Kenrick, and which said intended railway will pass from, in, through, or into the several parishes, township, and places of Wrexham, Esclusham Above, Esclusham Below, Morton Above, Ruabon, and Bodylltyn, or some of them, all in the county of Denbigh;

A railway commencing in the township of Christionydd Kenrick, in the parish of Ruabon, in the county of Denbigh, at a point about one hundred and forty yards to the north-west of the junction of the existing line of railway of the Shropshire Union Railways and Canal Company, in lease to the Company with the Plas Madoc Branch Railway, and terminating in the township of Trevor Issa, in the parish of Llangollen, in the county of Denbigh, on the wharves of the canal of the said Shropshire Union Railways and Canal Company at the north end of the Pontcysyllte aqueduct, which said intended railway will pass from, in, through, or into the parishes, townships, and places of Ruabon, Christionydd Kenrick, Llangollen, Trevor Issa, and Trevor Ucha, or some of them, in the said county of Denbigh, with power to appropriate to the purposes of the said intended railway all or any portion of the existing tramway, also in lease to the Company, between the points of commencement and termination of the said last-mentioned intended railway;

A railway situate wholly in the township of Trevor Issa, in the parish of Llangollen, in the county of Denbigh, commencing by a junction with the said last-mentioned intended railway near the place where such last-mentioned railway is intended to cross the township road leading from Trefynnant to Cefn Mawr, and terminating by a junction with the Vale of Llangollen Railway about one hundred yards to the south-west of the platform of the Trevor station on the said Vale of Llangollen Railway:

To empower the Company to make a new street or road, all in the parish of Saint Pancras, in the county of Middlesex, to commence by a junction with Drummond Street, at a point between the Euston and Victoria Hotels, in the said street, and to terminate in Euston-road, opposite to Endsleigh Street, on the south side of Euston Square:

To empower the Company to make an alteration or deviation within the township of Hartsheath, in the parish of Mold, in the county of Flint, of the existing public road leading from Bryngrono Bridge to Hope, to commence near

the point where the Ffrith branch of the Mold Railway, belonging to the Company, crosses the same road on the level, about two furlongs from the Padeswood station on the said Mold Railway, and to terminate at a point on the said road about fifteen chains in a south-easterly direction from the commencement of the said deviation, and to stop up and discontinue as a public thoroughfare, and appropriate to the purposes of the Company the site of so much of the existing road as is situate between the points aforesaid:

To empower the Company to make an alteration or deviation in the township of Leeswood, in the said parish of Mold, of the existing public road leading from Pontblyddyn to Leeswood, to commence near the point where the said Ffrith branch crosses the same road on the level, and to terminate by a junction with the turnpike road leading from Wrexham to Mold, at a point near to or adjoining the western end of the bridge which carries the said Ffrith branch over the said turnpike road; and to stop up and discontinue as a public thoroughfare, and appropriate to the purposes of the Company the site of so much of the existing road as lies between the said level crossing thereof and the said Wrexham and Mold turnpike road:

To empower the Company to make an alteration or deviation within the township and parish of Flint, in the county of Flint, of the existing public road called Brick Kiln Lane, to commence near the point where the Chester and Holyhead Railway belonging to the Company crosses the same road on the level, and to terminate at a point on the turnpike road leading from Connah's Quay to Flint, about one chain south-eastwards of the junction of the said Brick Kiln Lane with the turnpike road aforesaid, and to carry the road over the said railway by a bridge; and to stop up and discontinue as a public thoroughfare, and to appropriate to the purposes of the Company, the site of so much of the existing road as is situate between the points aforesaid:

To empower the Company to acquire, by compulsion or agreement, lands and houses for all or any of the purposes aforesaid, and also the lands and houses hereinafter described or referred to (that is to say):

Certain lands and houses in the parish of Saint Leonard Shoreditch, in the county of Middlesex, extending from the north side of Eldon Street to the south side of Ruddock's-buildings, and situate on the north-westerly side of Long Alley, and to stop up and discontinue as thoroughfares, and appropriate the sites of all streets, courts, alleys, and places within the limits aforesaid;

Certain lands and houses in the township and parish of Wigan, in the county of Lancaster, adjoining the Company's station on the north-west side thereof, and thence extending to Chapel Lane; and also certain other lands and houses in and adjoining Wallgate, in the said township and parish of Wigan, extending in front of Wallgate twenty-five yards or thereabouts, and in depth forty-five yards or thereabouts, all of which lands and houses are situate on the north-east side, and near the Company's station and premises at Wigan;

Certain lands and property, situate in the townships of Saltney and Bretton, or one of them, in the parish of Hawarden, in the said county of Flint, forming a strip of land, fifty yards in width, on each side of the Mold Railway of the said Company, parallel with and adjoining thereto, commencing at the

point where the said Mold branch joins the Chester and Holyhead Railway, and extending in the direction of Mold a distance of one mile or thereabouts; and another strip of land, situate in the townships of Saltney, Bretton, Manor, and Rake, in the parish of Hawarden aforesaid, fifty yards in width, parallel with and adjoining the south side of the said Chester and Holyhead Railway, and extending from the point where the said Chester and Holyhead Railway crosses the Saltney Lane on the level a distance of sixty chains, or thereabouts, towards Holyhead.

Certain lands and property, situate in the townships of Bistree, Hartsheath, and Leeswood, in the said parish of Mold, in the county of Flint, forming a strip of land, fifty yards in width, parallel with and adjoining each side of the said Ffrith branch of the Mold Railway, and extending from the junction of the said Ffrith branch with the said Mold Railway to the said turnpike-road leading from Wrexham to Mold.

Certain land in the township of Ince in Mackerfield and parish of Wigan, in the county of Lancaster, on the west side of and adjoining the North Union Railway, belonging to William Gerard Walmsley, Esquire, and near to the point where the Springs Branch Railway joins the North Union Railway; and also a certain field on the westwardly side of the North Union Railway, and southernly side of the Wigan Cemetery; and a strip of land lying between the Wigan Cemetery and the North Union Railway.

To empower the Company to acquire, by compulsion or otherwise, the lands and houses, or any of them, hereinafter described, situate in the township and parish of Manchester, in the county of Lancaster (that is to say): the lands and houses lying between and bounded by Boadstreet, Stpre-street, Berry-street, Malaga-street, and Sheffield-street; and to stop up and discontinue as public thoroughfares all or any part or parts of the following streets (that is to say): Boad-street, Scholes-street, Chapel-street, Lomas-street, and Berry-street, and also so much of Sheffield-street as lies between its junction with Malaga-street and Boad-street respectively, and to appropriate the sites of the said streets, or portions of streets, respectively, to the purposes of the intended Act.

To empower the Company to stop up, discontinue, and extinguish all rights of way over, and to appropriate to the use of the said Company, so much of the public highway known as Ordsall-lane as lies between the south side of the London and North-Western Railway and the street communicating between Ordsall-lane and Wilburn-street, a distance of sixty-five yards, or thereabouts, all in the township of Salford and parish of Manchester; and also so much of the same public highway as extends from the said railway, on the north side thereof, for a distance of eight yards, or thereabouts, therefrom.

To empower the Company to stop up, and discontinue, and extinguish all rights of way in respect of so much of the existing public footpaths in the township of Bagillt Fawr and Bagillt Fechan, or either of them, in the parish of Holywell, in the county of Flint, leading from the turnpike-road from Flint to Mostyn to the shore of the River Dee, as crosses on level the Chester and Holyhead Railway and sidings near the Bagillt station thereon, and to divert the said footpath or footpaths along the new road recently made by Messieurs Newton,

Keates, and Company, adjoining to and south-west of property belonging to the Company, situate between the said footpath and the said Bagillt station.

To vary and extinguish all existing rights and privileges connected with any lands and houses proposed to be purchased or appropriated for the purposes of the intended Act, which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike-roads, highways, tramways, canals, rivers, and streams within or adjoining to the aforesaid parishes and townships which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To authorise the Company to levy tolls, rates, or duties for or in respect of the said railways and works, and to grant exemptions from the payment of such tolls, rates, and duties.

To extend the time and enlarge or revive the powers granted to the Company by "The London and North-Western Railway (lines near Liverpool) Act, 1861," for the compulsory purchase of certain lands and houses in the township and parish of Liverpool, lying between the northern side of the intended new street, by the said Act authorised to be constructed, and the existing station of the Company at Lime-street, and between the northern side of the said intended new street and the south side of Sidney-street.

To extend the time for the sale by the Company of all or any lands acquired by them, which are not, or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company with relation thereto.

To repeal so much of "The London and North-Western Railway (Cheshire lines) Act, 1861," as relates to the intended railway in the said Act described as

A railway to commence in the township of Cheadle Bulkeley aforesaid, by a junction with the intended railway first therein described, near to and on the southernly side of certain bleach works, called the Edgeley Bleach Works, and to terminate in the township and parish of Stockport, by a junction with the Stockport, Disley, and Whaleybridge Junction Railway, at a point to the south-east of the junction of the last-mentioned railway with the London and North-Western Railway;

And to authorise the abandonment of such railway.

To repeal so much of "The South Staffordshire Railway Act, 1855," as relates to that portion of the railway by the said Act secondly authorised as was intended to form a junction with the Oxford, Worcester, and Wolverhampton Railway, and to authorise the abandonment of such railway.

To repeal "The Disley and Hayfield Railway Act, 1860," and to authorise the abandonment of the railway thereby authorised, and to provide for the dissolution of the Company.

To enable the Company 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, and on other consideration as may be agreed upon or settled by arbitration, or provided for by the said intended Act, the railways described in and authorised by the thirty-first section of "The Midland Railway (Burton branches) Act, 1860,"

to be constructed by Messieurs Allsopp and Sons, and therein called Connection Railway No. 1, and Connection Railway No. 2, or any part or parts thereof respectively.

To empower the Company and the Great Western Railway Company to enter into and carry into effect arrangements and agreements with reference to the working and use, management and maintenance of the intended railway to connect the Newport, Abergavenny, and Hereford Railway with the Hereford, Ross, and Gloucester Railway, and the costs and expenses of such working and use, management and maintenance; and with respect to the use by the Company of so much of the Hereford, Ross, and Gloucester Railway as is situate between the point at which the said proposed railway will join the same and the Barrscourt joint railway station at Hereford; and with respect to such alterations and additions in the said portion of railway as may be necessary for enabling the Company to use the same; and to confirm any agreement already made between the Company and the Great Western Railway Company in relation to any of the matters aforesaid.

To empower the Company and the Midland Railway Company to enter into and carry into effect arrangements and agreements with reference to the transmission of traffic upon and over the railways, or any part thereof, of the Company and the Midland Railway Company respectively: and with reference to the interchange of traffic between their respective railways, and the fixing and ascertaining, and the division and apportionment, between the said Companies of the tolls, rates, and charges arising from such traffic, and with reference to the user by either of the said Companies of portions of the undertaking of the other of such Companies, and to confirm any agreements already made between the said Companies in reference to any of the matters aforesaid.

To empower the Company and the Midland Railway Company to enter into and carry into effect arrangements and agreements with reference to the working and use, management and maintenance of the Lancaster and Carlisle Railway, the Lancaster and Preston Junction Railway, and the Kendal and Windermere Railway, and with reference to the admission of the Midland Railway Company to a joint interest with the Company in those railways respectively, and for altering, with the consent of the Lancaster and Carlisle Railway Company, and empowering them to alter the terms and conditions of the existing lease to the Company of those railways respectively.

To empower the Company and the Vale of Clwyd Railway Company to enter into and carry into effect arrangements and agreements with reference to the use, working, maintenance, and management by the Company of the undertaking, or any part thereof, of the Vale of Clwyd Railway Company, and with reference to the transmission of traffic upon and over the railways, or any parts thereof, of the Company and the Vale of Clwyd Railway Company respectively, and to the interchange of traffic between their respective railways, and the fixing and ascertaining and division and apportionment between the said Companies of the tolls, rates, and charges arising from such traffic.

To confirm and give effect to all or any agreements already made between the Company and the Vale of Clwyd Railway Company in relation to all or any of the matters aforesaid.

To make provision for the future management, government, direction, working, and use of the station of Preston, in the county of Lancaster,

known as the Preston Station, belonging to the Company and the Lancashire and Yorkshire Railway Company, and to provide for the settlement of all differences and disputes between those Companies respectively in relation thereto, either by the appointment of a standing arbitrator, or by such means as may either be agreed upon between the two Companies, or as may be provided for by the said Act; and, so far as may be necessary for the purposes aforesaid, or any of them, to alter, amend, and enlarge, or to repeal, all or some of the provisions of the Act (local and personal) 9 and 10 Vict., cap. 231, and of all or any other Act or Acts relating to the said Preston Station.

To limit and define the proportion in which the Company and the Great Western Railway Company, as the owners of the Birkenhead railway, shall be liable to be assessed and to contribute to the poor and other local rates in respect of the Birkenhead Railway, and, if need be, to alter and amend all or any of the following Acts relating to the Birkenhead Improvement Commissioners (that is to say): 3 Will. IV., cap. 68; 1 Vict., cap. 33; 4 and 5 Vict., cap. 62; 5 Vict., Sess. 2, cap. 5; 6 Vict., caps. 13 and 24; 7 Vict., cap. 32; 9 Vict., cap. 18; 13 Vict., cap. 3; 21 and 22 Vict., caps. 85 and 121; and 26 and 27 Vict., cap. 106.

To alter and define the period at which the register of transfers of the Company may be closed previous to each ordinary meeting.

And it is also proposed by the said intended Act to extend the operation of the seventieth section of the Act 9 and 10 Vict., cap. 204, relative to the penalty for using the London and North-Western Railway on foot, to the several railways vested in or worked by the Company.

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

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 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, 208, and 217:

And also of the Acts 7 and 8 Geo. IV. cap. 102; 9 and 10 Vict. caps. 322, 323, and 324; and 10 and 11 Vict. cap. 121, and any other Act or Acts relating to the Shropshire Union Railways and Canal Company:

Also of the Act 7 and 8 Vict. cap. 18, relating to the Midland Railway Company, and any other Act or Acts relating to that Company:

Also of the Act 5 and 6 Will. IV. cap. 107, and any other Act or Acts relating to the Great Western Railway Company:

Also of the following Acts, or some of them, relating to the Lancaster and Carlisle Railway Company (that is to say): 7 Vict. cap. 37; 8 and 9 Vict. cap. 83; 9 and 10 Vict. cap. 257; 20 and 21 Vict. cap. 161; 21 and 22 Vict. cap. 128; and 22 and 23 Vict. cap. 124:

Also of the following Acts, or some of them, relating to the Lancaster and Preston Junction Railway Company (that is to say): 7 Will. IV. and 1 Vict. cap. 22; 3 and 4 Vict. cap. 4; 6 and 7 Vict. cap. 4; 12 and 13 Vict. cap. 87; and 22 and 23 Vict. cap. 124:

Also of the following Acts, or some of them, relating to the Kendal and Windermere Railway Company (that is to say): 8 and 9 Vict. cap. 32; 11 and 12 Vict. cap. 26; and 22 and 23 Vict. cap. 124:

Also of the following Acts, or some of them, relating to the Vale of Clwyd Railway Company (that is to say): 19 and 20 Vict. cap. 45; 24 and 25 Vict. cap. 192; and 25 and 26 Vict. cap. 93:

Also of the Act 22 and 23 Vict. cap. 110, and any Act or Acts therein recited or referred to, and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company:

Also of the Act 23 and 24 Vict. cap. 122, relating to the Disley and Hayfield Railway Company:

And notice is hereby also given, that on or before the thirtieth day of November instant, a published map, and plans and sections, relating to the objects of the proposed Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette will be deposited as follows (that is to say): As regards the works and lands in the county of Chester, with the clerk of the peace for the county of Chester, at his office in the city of Chester; as regards the works and lands in the county of Lancaster, with the clerk of the peace for the county of Lancaster, at his office in Preston; as regards the works and lands in the county of Hereford, with the clerk of the peace for the county of Hereford, at his office in the city of Hereford; as regards the works and lands in the county of Middlesex, with the clerk of the peace for the county of Middlesex, at his office in Clerkenwell; as regards the works and lands in the county of Flint, with the clerk of the peace for the county of Flint, at his office in Mold; and as regards the works and lands in the county of Denbigh, with the clerk of the peace for the county of Denbigh, at his office at Ruthin; and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made, or lands are situate, together with a copy of this notice as published in the London Gazette, will, on or before the said thirtieth day of November, be deposited as follows (that is to say): in the case of parishes not mentioned in either of the Schedules to the Act 18 and 19 Vict. cap. 120, with the clerks of such parishes respectively, at their respective places of abode; and in the case of any such parish mentioned in Schedule (A) to that Act, with the clerk of the vestry of such parish,

at his place of abode; and in the case of any parish mentioned in Schedule (B) to that Act, with the clerk of the district board, at his place of abode; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place:

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

Dated this eleventh day of November, 1863.

James Blenkinsop, Solicitor for the Bill.

Buckfastleigh, Totnes, and South Devon Railway. (Incorporation of Company for making a Railway from the South Devon Railway at Totnes to Buckfastleigh, with a Branch to Totnes Quays; Working and Traffic arrangements with South Devon Railway Company; Power to use portion of South Devon Railway and Station at Totnes; Amendment of Acts.

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

1st. A railway commencing in the parish or township of Littlehempstone, in the county of Devon, by a junction with the South Devon Railway, near to the bridge which carries that railway across the River Dart, and near to the Totnes station of the said South Devon Railway, and running thence from, through, or into the following parishes, townships, extra-parochial and other places, or some of them, viz.:—Littlehempstone, Dartington, Berry Pomeroy, Bridgetown, and Totnes, all in the county of Devon, and terminating in the parish of Totnes, at, upon, or near the Quay belonging, or reputed to belong, to the trustees of the Totnes Charities, and in the occupation of Richard Coleridge, and at a point 125 yards, or thereabouts, southwards of a certain store or warehouse belonging to the Trustees of the Totnes Charities aforesaid, and in the occupation of John Michelmore.

2nd. A railway commencing in the said parish of Littlehempstone by a junction with the South Devon Railway near to the bridge which carries that railway across the River Dart, and near the Totnes station of the said South Devon Railway, and running thence from, through, or into the following parishes, townships, extra-parochial and other places, or some of them, viz.:—Littlehempstone, Totnes, Berry Pomeroy, Dartington, Staverton, Rattery, Ashburton, and Buckfastleigh, all in the county of Devon, and terminating in the parish of Buckfastleigh, in a field numbered 1,479 on the tithe map of the said parish of Buckfastleigh, which said field belongs, or is reputed to belong, to Thomas Michelmore, and is in the occupation of John Ball, at a point distant about 100 yards, or thereabouts, in a south-easterly direction from a bridge called Dart Bridge, which carries the turnpike-road leading from Ashburton to Buckfastleigh, over the River Dart.

And it is proposed by the said intended Act to empower the intended Company to purchase lands, houses, and other property by compulsion or agreement, either for a sum or sums in gross, or in consideration of annual or other payments, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended

railways and works, and to confer other rights and privileges; and also to take powers to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, railways, tramways, aqueducts, cuts, canals, streams, navigations, and rivers within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as may be necessary in consequence of the construction, and for the purposes of the said intended railways and works.

And it is further proposed by the intended Act to authorize the levying of tolls, rates, and charges for the use of the said intended railways and works, and to confer exemptions from the payment of such tolls, rates and charges, and to confer all other usual and necessary powers.

And it is also proposed by the intended Act to empower the Company, and the South Devon Railway Company to enter into agreements or arrangements for the working, maintenance, and use by the last-named Company of the intended railways and works, or any part 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, and the railways of the South Devon 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 South Devon Railway Company to levy tolls, rates, and charges on the said intended railways, or any part thereof; and to exercise all such other powers as may be found advisable in reference to the purposes aforesaid; and the intended Act will provide, if thought fit, for the appointment of a joint committee, and for the confirmation of any agreement entered into in relation to all or any of the matters aforesaid.

And it is also proposed by the intended Act to empower the Company thereby to be incorporated and all other Companies and persons lawfully using their railways, or either 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, or other consideration, as may be agreed upon or settled by arbitration, or provided for in the intended Act, so much of the South Devon Railway as is situate between the junctions therewith of the intended railways respectively and the station of the South Devon Railway at Totnes, including that station and the watering places, water, booking-offices, sidings, works, and conveniences connected therewith respectively.

And it is also proposed by the intended Act, so far as may be necessary for the purposes aforesaid, to alter, amend, and enlarge the powers and provisions of the Act 7 and 8 Vic., cap. 68, and any other Act or Acts relating to the South Devon Railway Company.

Duplicate plans and sections shewing the lines and levels of the proposed railways and other works, with a book of reference to such plans, containing the names of the owners, lessees, and occupiers of the lands intended to be taken; a published map, with the lines of railway delineated therein, so as to shew 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 said county of Devon, at his office in the castle of Exeter; 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, 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 an adjoining parish 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 13th day of November, 1863.

H. Michelmore, Newton Abbott;
Swift and Co., 32, Great George-street,
Westminster;

Solicitors for the said Bill.

Hammersmith and Wimbledon Railway.

(Incorporation of Company; Railways from the Hammersmith and City Railway to the Wimbledon and Croydon Line of the London, Brighton, and South Coast Railway, and to Kensington; Junctions with London and South-Western Railway; Traffic and other Arrangements with other Companies; Amendment of Acts.)

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

To incorporate a Company, and to enable such Company to construct and maintain the railways hereinafter described; or some of them, or some part or parts thereof, together with all proper stations, sidings, works and conveniences; roads and approaches connected therewith (that is to say):—

1. A railway commencing in the parish of Hammersmith, in the county of Middlesex, by a junction with the main line of the Hammersmith and City Railway, now in course of construction, at a point thereon at or near to the southern termination of the viaduct on that railway, and on the east side of the Grove Road, Hammersmith, and terminating in the parish of Wimbledon, in the county of Surrey, by a junction with the Wimbledon and Croydon Railway, at a point thereon about 20 yards north-west of the point where the parish boundary between Wimbledon and Merton is crossed by that railway, and about 40 yards north-west of the public-house in the parish of Merton, near to that parish boundary known as the White Hart, and in the occupation of Thomas Hall, and which said intended railway will pass from, in, through or into, the several parishes, townships, and other places following, or some of them, videlicet:—Hammersmith, in the county of Middlesex, and Barnes, Putney, Merton, and Wimbledon, in the county of Surrey:

2. A railway commencing by a junction with the intended railway No. 1, above described, at or near a point thereon, on Barnes Common, about 190 yards south-west of the principal entrance gate of Barnes Cemetery, and terminating by a junction with the Richmond line of the London and South-Western Railway Company, at a point thereon, about 33 yards eastward of the east end of the up platform of the Barnes Station on that line of railway, and which said intended railway will be wholly

situate in the parish of Barnes, in the county of Surrey :

3. A railway commencing by a junction with the intended railway No. 1, above described, at or near a point thereon, about 260 yards westward of the point where the footbridge crosses over the main line of the London and South-Western Railway, on the south-west side of the Wimbledon Station, and terminating by a junction with the said main line of the London and South-Western Railway, at a point thereon, about 138 yards south-west of the water crane on the down line of that railway adjoining the Wimbledon Station, and which said intended railway will be wholly situate in the parish of Wimbledon, in the county of Surrey :

4. A railway commencing by a junction with the intended railway No. 1, above described, at or near a point thereon, in the parish of Wimbledon, about 550 yards northward of the bridge carrying the main line of the London and South-Western Railway over Coombe Lane, and terminating by a junction with the main line of the London and South-Western Railway, at a point thereon, about 110 yards north-east of the said last-mentioned bridge, and which said intended railway will be wholly situate in the parish of Wimbledon, in the county of Surrey :

5. A railway commencing by a junction with the intended railway No. 1, at or near the commencement thereof, in the parish of Hammersmith as above described, and terminating in the parish of Kensington, otherwise Saint Mary Abbotts', Kensington, at a point on the southern side of and immediately adjoining the main line of the Hammersmith and City Railway, now in course of construction, and about 50 yards westward of the point where that railway crosses Portobello Lane in the said parish, and which said intended railway will pass from, in, through or into, the several parishes, townships and other places following, or some of them, viz. :—Hammersmith and Kensington, otherwise Saint Mary Abbotts', Kensington, all in the county of Middlesex :

To authorise the purchasing, by compulsion or agreement, of lands, buildings, and hereditaments, for the purposes of the proposed undertaking :

To authorise the altering, diverting, or stopping up, of all turnpike and other roads, highways, streets, railways, tramways, aqueducts, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, or other places, or any of them, with which it may be necessary to interfere in the construction of the intended works :

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

And notice is hereby given, that plans and sections of the said intended railways and works, and of the lands and buildings so proposed to be purchased and taken as aforesaid, together with books of reference to such plans, and also a copy of this notice as published in the London Gazette, together with a published map, with the lines of railway delineated thereon, will be deposited on or before the 30th day of November, in the present year, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; and with the Clerk of the Peace for the county of Surrey, at his office in Lambeth; and that on or before the said 30th day of November, a copy of so much of the said plans,

sections, and books of reference, as relates to the parish of Hammersmith, will be deposited with the clerk to the Fulham District Board of Works, at his office in Hammersmith; and a copy of so much of the said plans, sections, and book of reference, as relates to the parish of Kensington, or Saint Mary Abbotts', Kensington, with the clerk of the vestry of that parish, at his office in Kensington; and a copy of so much of the said plans, sections, and book of reference, as relates to the parish of Putney, with the clerk of the Wandsworth District Board of Works, at his office in Wandsworth; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the said other parishes, with the parish clerk of such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of the adjoining parish, at his residence; and a copy of the said Gazette notice will also be deposited with each of the said vestry clerks, clerks of District Boards, and parish clerks :

It is also proposed by the said intended Act, to authorise the levying of tolls, rates, duties, and other charges, for and in respect of the use of the intended railways and other works, and the conveniences and accommodation connected therewith, and to grant exemptions from such tolls, rates, duties, and charges :

And to enable the intended Company, on the one hand, and the Metropolitan Railway Company, the Great Western Railway Company, the Hammersmith and City Railway Company, the London and South-Western Railway Company, and the London, Brighton, and South Coast Railway Company, or any or either of them, on the other hand, to enter into and carry into effect, arrangements and agreements for or with respect to the execution and maintenance, working, use, and management, of the intended railways and works; and for and with respect to the conduct and working, transmission, interchange, accommodation and conveyance, collection, forwarding and delivery, of traffic passing over and upon the railways of the Companies parties to such agreement; and with respect to the tolls, charges, or other sums or sums of money to be paid for or in respect of the use of such railways, or of the traffic thereon; and with respect to the apportionment between them of tolls and charges received in respect of such traffic :

And the said Bill will also alter, amend, and enlarge, so far as necessary, the powers and provisions of the following Acts (local and personal), or any of them (that is to say), Acts relating to the Metropolitan Railway Company and their undertaking, viz. :—17 and 18 Victoria, cap. 221, and any other Act or Acts relating to that Company; Acts relating to the Great Western Railway Company and their undertaking, viz. :—5 and 6 William IV., cap. 107; 26 and 27 Victoria, caps. 113 and 198, and any other Act or Acts relating to that Company; Acts relating to the Hammersmith and City Railway Company and their undertaking, viz. :—24 and 25 Victoria, cap. 164, and any other Act or Acts relating to that Company; Acts relating to the London and South-Western Railway Company and their undertaking, viz. :—4 and 5 William IV., cap. 88, and any other Act or Acts relating to that Company; and Acts relating to the London, Brighton, and South Coast Railway Company and their undertaking, viz. :—5 and 6 William IV., cap. 10, and any other Act or Acts relating to that Company.

And notice is hereby also given, that 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 the 13th day of November, 1863.

Elsdale and Byrne,

3, Whitehall Place, London.

The Maidstone and Ashford Railway.

(Incorporation of a Company for constructing a Railway from the South-Eastern Railway at Maidstone, to the South-Eastern Railway at Ashford, and Connecting Branch with the Sevenoaks, Maidstone, and Tunbridge Railway at Maidstone; Ranning Powers over the South-Eastern Railway in the parishes of Maidstone and Ashford, and over the Sevenoaks, Maidstone, and Tunbridge Railway in Maidstone; Powers for the South-Eastern Railway Company, the Sevenoaks, Maidstone, and Tunbridge Railway Company, and the London, Chatham, and Dover Railway Company, or any or either of them, to construct, maintain, work, and subscribe to the Undertaking; Amendment of Acts.)

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

1. To incorporate a Company, hereinafter called "The Company," for the purposes after mentioned.

2. To enable the Company to make and maintain the following railways, with all necessary stations and other works and conveniences, that is to say:

(1.) A railway commencing from and out of the Maidstone and Paddock Wood branch line of the South-Eastern Railway, in the parish of Maidstone, in the county of Kent, at a point on a level with the rails at the centre of a level crossing of the road leading from Bower-lane to the towing-path adjoining the River Medway, in parish of Maidstone aforesaid, and terminating by a junction with the main line of the South-Eastern Railway in the parish of Ashford, in the same county, at a point on the same level at the centre of the down line of rails on Hempsted-lane bridge, in the parish of Ashford aforesaid, and which said railway is intended to be made and maintained from, in, through, or into the several parishes, townships, townlands, and extra-parochial places following, that is to say, Maidstone, Boxley, Otham, Bearsted, Thurnham, Hollingbourn, Leeds, Bromfield, Ulcomb Harrietsham, Lenham, Boughton, Malherbe, Wichling Egerton, Pluckley, Little Chart, Charing, Westwell, Eastwell, Hothfield, Boughton, Aluph-Kennington, Great Chart, and Ashford.

(2.) A branch railway commencing from and out of the said intended railway hereinafter described under the No. (1) at a point in a meadow in the parish of Boxley in the said county of Kent, belonging to James Whatman, Esquire, adjoining the Ashford and Maidstone turnpike-road, near Turkey Mills, and terminating by a junction with the authorised line of the Sevenoaks, Maidstone, and Tunbridge Railway on the same level therewith, at a point one hundred and fifty yards distant from the proposed terminus of the said railway at or near St. Faith's-green, in the parish of Maidstone aforesaid, and which branch railway is intended to be made and maintained from, in, through, or into the parishes, townships, townlands, and

extra-parochial places of Maidstone and Boxley aforesaid, and which said Railway (No. 1) and Branch (No. 2) are hereinafter described as the "railway."

3. To enable the Company 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, within the several parishes, townships, and 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 railway.

4. To enable the Company to purchase lands, tenements, hereditaments, and houses for the purposes of the railway, 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 railway.

5. To enable the Company to levy tolls, rates, and charges on or for the use of the railway, and to confer exemptions from the payment of tolls, rates, and charges, and to vary the existing tolls, rates, and charges of the South-Eastern Railway Company, the Sevenoaks, Maidstone, and Tunbridge Railway Company, and the London, Chatham, and Dover Railway Company, some or one of them.

6. To empower the Company and all persons and corporations lawfully using the railway, or any part thereof, their officers and servants, to run over, work and use with their engines and carriages of every description, and for the purposes of their traffic upon such terms and conditions as, in default of agreement, 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 South-Eastern Railway Company, in the parishes of Maidstone and Ashford, in the said county, and of the Sevenoaks, Maidstone, and Tunbridge Railway Company, and the London, Chatham, and Dover Railway Company, in the parish of Maidstone aforesaid, or any of them; and to levy tolls, rates, and duties in respect of passengers and traffic conveyed thereon; and to empower the Company to exercise 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 railway, or to or over the railways of the South-Eastern Railway Company, the Sevenoaks, Maidstone, and Tunbridge Railway Company, and the London, Chatham, and Dover Railway Company, in the said parishes of Maidstone, and Ashford respectively; 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 interchange, accommodation, protection, and transmission are to be afforded or affected.

7. To empower the Company and the South-Eastern Railway Company, the Sevenoaks, Maidstone, and Tunbridge Railway Company, and the London, Chatham, and Dover Railway Company, or either of them, to enter into and carry into effect contracts and agreements for or with reference to the construction, maintenance, working, and use of the railway by the said last-mentioned Companies, or either of them, the supply and maintenance of engines, carriages, stock, and plant for the same; the fixing, collection, division, appropriation, and distribution of the tolls and other income, and the

profits arising therefrom; and to enable the same Companies, or either of them, to become shareholders in and to subscribe capital towards the railway, and to appoint directors in the Company, and to authorize the same Companies, 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.

8. To amend or repeal the several local and personal Acts following, that is to say: Acts relating to the South-Eastern Railway, 6th William IV, cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic. (session 2), cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., caps. 16; 20 and 21 Vic., cap. 155; 22 and 23 Vic., cap. 35; 24 Vic., cap. 12; 24 and 25 Vic., cap. 191; 25 and 26 Vic., cap. 96; and 26 and 27 Vic., caps. 115 and 175. Acts relating to the Sevenoaks, Maidstone, and Tunbridge Railway: 22 and 23 Vic., cap. 45; 25 and 26 Vic., cap. 166. Acts relating to the London, Chatham, and Dover Railway: 16 and 17 Vic., cap. 132; 18 and 19 Vic., cap. 187; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., cap. 54; 23 and 24 Vic., caps. 174, 177, and 187; 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.

9. To incorporate in the said Bill 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 Railway Clauses Consolidation Act, 1845; and the Railway Clauses Act, 1863.

On or before the 30th day of November instant, duplicate plans and sections of the railway, 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 railway, 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 Kent, at his office at Maidstone; 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 several parishes or extra-parochial places in or through which the railway is 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 in or through which the railway is intended to be made and maintained, or in which any lands or houses intended to be taken are situate; or in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

On or before the 23rd day of December next, copies of a Bill for the purposes before-mentioned

will be deposited in the private Bill Office of the House of Commons.

Dated this 12th day of November, 1863.

Scudamore and Brennan, Maidstone.

Edward Norwood, Charing.

Furley, Hallett, and Creery, Ashford.

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

Oswestry and Newtown Railway and other Companies. Amalgamation and Arrangements.

(Amalgamation of Oswestry and Newtown, Llanidloes and Newtown, Oswestry, Ellesmere, and Whitchurch, Newtown and Machynlleth, and Aberystwith and Welsh Coast Railway Companies; powers of amalgamation, sale, purchase, lease, user, working traffic and other arrangements, with respect to those Companies and London and North Western and Great Western Railway Companies, and other Companies, to raise capital, subscribe to, and take shares in each other's undertakings, guarantee dividends and interest, etc.; make agreements; tolls, amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to amalgamate, or authorise and provide for an amalgamation of the Oswestry and Newtown Railway Company, the Llanidloes and Newtown Railway Company, the Oswestry, Ellesmere, and Whitchurch Railway Company, the Newtown and Machynlleth Railway Company, and the Aberystwith and Welsh Coast Railway Company, or some of them (the Oswestry and Newtown Railway Company being one), and to vest or authorise and provide for the vesting in the Amalgamated Company of the undertakings, railways, works, lands, tenements, hereditaments, personal estate and effects, powers, rights, and privileges of the Companies amalgamating.

And it is proposed by the said intended Act to include in such amalgamation, or to authorise a future amalgamation with the Amalgamated Company, or some of the hereinbefore mentioned Companies (the Oswestry and Newtown Railway Company being one), or with the Oswestry and Newtown Railway Company alone of the Companies next hereinafter mentioned, or some or one of them (that is to say): the Shrewsbury and Welshpool Railway Company, the Bishop's Castle Railway Company, the Mid-Wales Railway Company, the Brecon and Merthyr Tydfil Junction Railway Company, the Hereford, Hay, and Brecon Railway Company, the Kington and Eardisley Railway Company, the Carnarvonshire Railway Company, the Wrexham, Mold, and Connah's Quay Railway Company, the Central Wales Railway Company, the Llanelly Railway and Dock Company, the Taff Vale Railway Company, the Rhymney Railway Company, the Brecon Junction Railway Company, the Dulas Valley Railway Company, the Manchester and Milford Railway Company, and the Shropshire Union Railway and Canal Company, or otherwise to vest or authorise and provide for the vesting in the Company amalgamated, by or under the provisions of the said intended Act, or in the Oswestry and Newtown Railway Company, in perpetuity, or for a term of years, by sale and purchase, or lease of all or some or one of the undertakings, railways, works, lands, tenements, hereditaments, personal estate and effects, powers, rights, and privileges, or parts thereof respectively, of all or some, or one of the other hereinbefore mentioned Companies.

And it is proposed by the said intended Act to authorise the hereinbefore-mentioned Companies, and the London and North Western and Great

Western Railway Companies, or any of them (the Company amalgamated by or under the provisions of the said intended Act, or the Oswestry and Newtown Company being one), from time to time to make arrangements amongst themselves with respect to the construction, maintenance, repair, running over, use, working, and management, by all or any of them, of the railways, stations, buildings, sidings, wharves, works, and conveniences belonging to them, or any of them, and the working of the traffic thereon and therein respectively, and the collection, interchange, transfer, transmission, and conveyance, delivery, and general conduct of traffic, from, to, and over all or any such railways and works, or any part or parts thereof respectively, and the supply of any rolling or working stock, for the purposes aforesaid, or any of them, and the cost and expenses of such construction, maintenance, repairs, use, working, management, and rolling or working stock, and the fixing, collecting, taking, and levying of the tolls, rates, and charges in respect of such traffic, and the division and apportionment amongst the parties to any such arrangement of all or any tolls, rates, duties, charges, revenues, or receipts of them, or any of them, and otherwise in any way relating to the undertakings, works, property, traffic, tolls, rates, duties, charges, or revenues, or the capital, shares, mortgages, loans, debts, liabilities, or engagements of them, or any of them. And for the payment of any rent or other considerations to be paid by any of the parties to any such arrangement to the other or others of them, or any of them, in respect of any such construction, repairs, maintenance, use, working, management, and rolling stock as aforesaid, or otherwise, and for the apportionment and division of any such rent or other consideration as aforesaid.

And it is proposed by the said intended Act, to authorise the hereinbefore-mentioned Companies (inclusive of the Company to be amalgamated by or under the provisions of the said intended Act), or any of such Companies, to raise money by the creation of new shares or stock, in their respective undertakings, with or without guaranteed or preferential dividends, or by mortgage, and to subscribe towards each other's undertakings, and hold shares therein, and especially to authorise the Oswestry and Newtown Railway Company, to subscribe towards the capital of the Bishop's Castle Railway Company, and to hold shares therein, and to authorise the hereinbefore-mentioned Companies (inclusive as aforesaid), or any of them, to guarantee to all or any of the others, or other of them, any amount of dividends, or interest, upon any shares, or stock, or monies created or raised, or for the time being authorised to be created or raised by them, or any of them, and to alter existing tolls, rates, duties, and charges, and to levy and take other tolls, rates, duties, and charges, and to confer, vary, and extinguish exemptions from payment of tolls, rates duties, and charges.

And it is proposed by the said intended Act, to authorise the several Companies hereinbefore mentioned (inclusive of the Company to be amalgamated by or under the provisions of the said intended Act), or any of such Companies, to lease to any other or others of the said Companies or to any person or persons, for such term or terms of years, and subject to such terms and conditions in regard to the determination of such lease and otherwise as shall be agreed upon or provided by the said Act, the undertakings of the leasing Companies respectively, and all the estates, rights, titles, and interests, works and conveniences, and the messuages, lands, tenements, hereditaments, and premises belonging or appertaining thereto, or connected therewith, and all the powers and

privileges vested in the leasing Companies respectively relating thereto, and to grant to the lessee or lessees all necessary powers for accepting the lease or leases, and to enable the lessee or lessees to exercise the powers, authorities, and privileges vested in the leasing Companies respectively, to levy and receive tolls, rates, and duties; and to transfer to such lessee or lessees during the continuance of the lease all other rights, powers, and privileges, duties, liabilities, and obligations of the leasing companies respectively relating to their undertakings, and to release the leasing Companies respectively from such duties, obligations, and liabilities, and to confer upon the lessee or lessees, the benefit of all or any of the contracts entered into by the leasing Companies respectively, and to enable the lessee or lessees to underlet or transfer the interest in any such lease to any Company or person or persons.

And it is proposed by the said intended Act, to authorise the several Companies hereinbefore mentioned (inclusive of the Company to be amalgamated by or under the provisions of the said intended Act), or any of such companies, from time to time to make and enter into such contracts and agreements amongst themselves as may be necessary or desirable, or as they may think proper, for effecting all or any of the objects hereinbefore-mentioned or referred to, and to confirm any such agreements as may have been entered into prior to the passing of the said intended Act, and to confer upon such Companies respectively, or any of them, all such powers of any description as may be requisite or convenient for carrying such agreements into effect, and to make such other provisions as may be necessary or proper for effecting the objects of the said intended Act, and to vary or extinguish all existing rights and privileges which would or might prevent or hinder any of such objects being effected, and to confer other rights and privileges.

And it is proposed by the said intended Act, to repeal, alter, or amend all or some of the provisions of the several local and personal acts following, or some of them, that is to say:—18 and 16 Vic.; cap. 86; 23 and 24 Vic., caps. 101, 108, and 139; 24 and 25 Vic., cap. 17; 26 and 27 Vic., cap. 96, relating to the Oswestry and Newtown Railway Company; 16 and 17 Vic., cap. 143; 19 and 20 Vic., cap. 22; 22 and 23 Vic., cap. 30; 24 and 25 Vic., cap. 90; 25 and 26 Vic., cap. 162; relating to the Llanidloes and Newtown Railway Company; 24 and 25 Vic., cap. 223; 25 and 26 Vic., cap. 218, relating to the Oswestry, Ellesmere, and Whitchurch Railway Company; 20 and 21 Vic., cap. 106; 26 and 27 Vic., cap. 40, relating to the Newtown and Machynlleth Railway Company; 19 and 20 Vic., cap. 132; 21 and 22 Vic., cap. 110; 23 and 24 Vic., cap. 25; 24 and 25 Vic., cap. 13; 26 and 27 Vic., cap. 97, relating to the Shrewsbury and Welshpool Railway Company; 24 and 25 Vic., cap. 181; 25 and 26 Vic., caps. 176, and 212; 26 and 27 Vic., caps. 141 and 179, relating to the Aberystwith and Welsh Coast Railway Company; 24 and 25 Vic., cap. 103, relating to the Bishop's Castle Railway Company; 22 and 23 Vic., cap. 63; 23 and 24 Vic., cap. 133; 24 and 25 Vic., cap. 65; 25 and 26 Vic., cap. 156; 26 and 27 Vic., caps. 2 and 80, relating to the Mid-Wales Railway Company; 22 and 23 Vic., cap. 68; 23 and 24 Vic., cap. 17; 24 and 25 Vic., caps. 10 and 235; 25 and 26 Vic., cap. 184; 26 and 27 Vic., cap. 196, relating to the Brecon and Merthyr Tydfil Junction Railway Company; 22 and 23 Vic., cap. 84; 23 and 24 Vic., cap. 127; 25 and 26 Vic., cap. 95; 26 and 27 Vic., cap. 9, relating to the Hereford, Hay, and Brecon Railway Company; 25 and 26 Vic., cap. 67, relating to the Kingston and Eardisley Railway Company; 25 and 26 Vic.,

cap. 202, relating to the Carnarvonshire Railway Company, 25 and 26 Vic., cap. 221; and all other Acts relating to the Wrexham, Mold, and Connah's Quay Railway Company; 23 and 24 Vic., cap. 175; 24 and 25 Vic., cap. 150; and all other Acts relating to the Manchester and Milford Railway Company; 22 and 23 Vic., cap. 121, and all other Acts relating to the Central Wales Railway Company; 16 and 17 Vic., cap. 169, and all other Acts relating to the Llanelly Railway and Dock Company; 6 and 7 Wm. IV., cap. 82, and all other Acts relating to or affecting the Taff Vale Railway Company; 17 and 18 Vic., cap. 193, and all other Acts relating to or affecting the Rhymney Railway Company; 7 Geo. IV., cap. 102, and all other Acts relating to or affecting the Dulas Valley Railway Company; 9 and 10 Vic., cap. 322, and all other Acts relating to the Shropshire Union Railways and Canal Company; 26 and 27 Vic., cap. 80, and all other Acts relating to the Brecon and Merthyr Junction Railway Company; the Act of the 9th and 10th of Victoria, intituled "An Act to Consolidate the London and Birmingham Grand Junction, and Manchester and Birmingham Railway, Companies," and the several other Acts relating to or affecting the London and North Western Railway Company; the Act passed in the 5th and 6th years of William IV., intituled "An Act for making a Railway from Bristol to join the London and Birmingham Railway, near London, to be called "The Great Western Railway," with branches therefrom to the towns of Bradford and Trowbridge, in the county of Wilts;" "The Great Western Railway (West Midland Amalgamation, Act, 1863;" and the several other Acts relating to or affecting the Great Western Railway Company.

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 the 11th day of November, 1863.

Prutt, Sherwood, Venables, and Grubbe, Parliamentary Agents, London.

Londonderry Improvement.

Extension of Limits of Municipal Borough; Construction of New, and alteration and improvements of existing Streets; Acquisition of Lands for Town Hall, Markets, and Approach to Cemetery, and other Purposes; Rates; Borrowing Powers; Amendment of Acts; Provisions with respect to Irish Society, and other Purposes.

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 or one of them, that is to say:—

To alter and extend the boundaries of the municipal borough of Londonderry, as defined by the Act of Parliament passed in the session held in the 3rd and 4th years of the reign of Her present Majesty, intituled "An Act for the regulation of Municipal Corporations in Ireland," and to include within the boundaries of the municipal borough, and as forming part thereof, the parishes, townlands, and places of Tamneymore, Gobnascale, and Clooney, in the parish of Glendermott; and Pennyburn, Cloughglass, Edenballymore, Creggan, and Ballymagowan, in the parish of Templemore, and the bed and shore of the river Foyle; or so much of such respective parishes, townlands, and places as are comprised within the limits defined on the plan which will be deposited with the town clerk of the borough of Londonderry, and with the Clerk of

the Peace of the city and county of Londonderry, as hereinafter mentioned.

To apply to the said borough, as so proposed to be extended and enlarged, the several powers, provisions, matters, and things mentioned and contained in the said Act for the regulation of Municipal Corporations in Ireland, and in the several Acts which have been passed for amending, extending, enlarging, or explaining the same; and (if need be) all such Acts, or some of them, will be altered, amended, extended, or enlarged by the provisions intended to be inserted in the proposed Bill.

To alter and re-arrange the several wards into which the said borough is now divided, by adding to the existing wards, or some of them, such portions of the before-mentioned parishes, townlands, and places, or parts thereof, as may be thought expedient, and to make provisions for the preparation and revision of the burgess rolls within the extended borough, and the election of the town council for such extended borough.

To extend to the said parishes, townlands, and places, or the parts thereof, comprised within the before-mentioned limits, all or some of the several powers, provisions, matters, and things mentioned and contained in, and incorporated with, the following Acts, local and personal, that is to say:— "The Londonderry Improvement Act, 1848," and "The Londonderry Improvement Act, 1855," and in the several Acts incorporated with those respective Acts, and to repeal, amend, extend, and enlarge all or some of the provisions of those respective Acts, or otherwise to repeal those Acts, and consolidate the provisions thereof, with such alterations and amendments as may be deemed necessary in one Act, applicable to the said borough, as proposed to be extended.

To empower the Town Council of the said borough to exercise within the said parishes, townlands, and places, or parts thereof, so proposed to be included within the limits of the said borough, all such powers, rights, privileges, and authorities, whether with reference to lighting, paving, watching, improving, severing, draining, supplying with water, or otherwise howsoever, as the Town Council of the said borough may from time to time exercise within the limits thereof, as the same now exists, whether under the powers and provisions of the several Acts hereinbefore mentioned, or in any other manner, or by any other means, to the same extent as fully and effectually in all respects as the said parishes, townlands, and places, or parts thereof, had, at the time of the passing of such respective Acts, actually formed part of, and been included within, the limits of the said borough; and to empower the Council to levy and recover rates within such parishes, townlands, and places, or parts thereof, for all such and the like purposes, and in such and the like manner as they may from time to time levy rates within the said borough, as the same now exists, and to grant exemptions from the payment of such rates.

To exempt the said parishes, townlands, and places, or parts thereof, and all owners and occupiers of lands and tenements within the same, respectively, from all liability to the payment of any county rates, except such as are, or from time to time may be, leviable within the said borough, as the same now exists.

To alter or vary the rates now leviable within the said borough, and to render all property within the same liable to the payment of rates, under the said Acts, or any of them, or the intended Act, whether or not such property is now liable to be rated under the existing Acts, and to vary the extent to which other property is now liable to be

rated; and to vest in the Council of the said borough further and more effectual powers for the enforcing and recovery thereof; and also further and more effectual powers in relation to the drainage of the said borough, and the recovery of moneys paid by the Council for such purpose, but recoverable by them from the owners or occupiers of houses, or other property, within the borough, or other persons; and also further powers with relation to the licensing of lodging houses within the said borough, and with relation to the class of houses to which such licences may be granted, such further and extended powers and provisions to be applicable to the whole of the said borough, as proposed to be extended and enlarged under the provisions of the intended Act.

To empower the Council of the said borough to lodge of the Christian Brothers' School.

A street to commence at or near junction of William-street with Rossville-street and Little James-street, and to terminate in Waterloo-place, near its junction with Strand-road.

A street to commence in the Strand-road, opposite to Clarendon-street, and to terminate on the public quays, about 140 feet south of the patent slip.

A new street commencing in Gilmour's or Hawkin's lane, opposite to Kennedy-place, and terminating at the junction of London-street with make and maintain the following new streets and other improvements in the townlands of Londonderry, Ballymagowan, and Edenballymore, within the parish of Templemore; and in the townlands of Gobnascale and Clooney, in the parish of Glendermott, all in the city and county of Londonderry, that is to say, a street to commence in the new approach road from the new bridge to Ferryquay-street, at a point about 400 feet south of Ferryquay-gate, and to terminate at, or near, the junction of Linenhall-street and Richmond-street.

A street to commence at the centre of Bishop-street, opposite the new approach from the new bridge to Bishop-street, and to terminate in Lecky-road, at a point about 70 feet west of the gate Bishop-street, and the appropriation of part of Gilmour's or Hawkin's lane, and of the streets called Widows'-row and London-street.

The widening and enlarging of so much of the street called Foyle-street as lies between Nos. 5, in Shipquay-place, and 23, in Foyle-street, both inclusive.

The removal of the gateways to the city known as New Gate and Ferryquay Gate, and the erection of new gateways in lieu thereof.

The erection of a new gateway between Magazine-street and Shipquay-place.

To authorize the purchase or user by compulsion or otherwise of lands, tenements, and hereditaments, for all or any of the aforesaid purposes, and also the purchase and taking or user, by compulsion or otherwise, of the lands, tenements, and hereditaments following, or some of them (that is to say):—

1st. The lands and tenements in the parish of Templemore, upon which the Market-street markets are now held, bounded on the north by property adjoining to the Linen Hall, and under lease to Mr. Isaac Colhoun, and partly in the occupation of John Mailley, and partly of the county constabulary, on the east by the city wall, on the south by premises No. 6, Market-street, and No. 3, Linenhall-street, and on the west by Linenhall-street, and the appropriation of such lands to the erection thereon of a town hall and other offices, buildings, and accommodations connected therewith, or to such other purposes as the Council shall think fit.

2nd. The houses and buildings now standing upon the street or place known as Shipquay-place, in the parish of Templemore, and the appropriation of the site thereof to the improvement of the said street, or place, and the other streets and places adjoining thereto, as shown on the plans and sections thereof, which will be deposited as hereinafter mentioned.

3rd. A field and other premises in the townland of Ballymagowan, and parish of Templemore, bounded on the south-east by the Lone Moor-road, on the south-west by the cemetery grounds, and on the north and north-east by certain lands in the possession of Mr. John Mailley, and by the nursery grounds in the possession of Mr. Henry John Walker, and the appropriation thereof for the erection of a lodge, gates, and improved approaches to the cemetery of the said borough.

4th. Certain lands and houses at the waterside, bounded on the north-east side by the grounds of the Londonderry and Coleraine Railway-Company, on the south-east by the Waterside-street, on the south-west by the house, No. 1, Waterside-street, the property of Doctor Duddy, and on the north-west by the public quay on the river Foyle; and also certain lands and houses at the waterside, bounded on the south-west by Mr. Robert Newton's mill, on the north-west by the public quay on the river Foyle, on the north-east by Mr. Dunne's mill, and on the south-east by Waterside-street, and the appropriation thereof to the erection and providing of a market or markets, market-house, and conveniences connected therewith, or otherwise to apply same as to the Council shall seem fit.

To vary and extinguish all rights and privileges in any manner connected with such lands, tenements, and hereditaments as will interfere with the objects aforesaid, and to confer other rights and privileges in lieu thereof.

To confer further powers on the Council with reference to the construction and regulation of houses and other buildings within the said borough, as proposed to be extended, and with reference to the pulling down and setting back any houses or buildings which may project beyond the line of the said streets, and the setting forward, to the line of the said streets, any houses or buildings which may be recessed from the line thereof; and for providing for compensation to the owners and occupiers of, or other persons interested in, any such houses or buildings, for any damage which they may sustain by reason of the exercise of such powers, and the mode of ascertaining the amount of such compensation.

To empower the Council to construct a town hall, with all proper offices and conveniences connected therewith, either upon the site of the present town hall or upon the site of the Market-street markets, or such other place as to the Council shall seem fit; and, in either of the latter events, to dispose of by sale, or lease, or otherwise, the present town hall and the site thereof.

To empower the Town Council to erect and provide new markets and market-houses, and all proper accommodations, and to make further provision for the regulation of markets, and to receive tolls, rates, and rents in respect thereof, and to alter existing tolls, rates, and rents, and grant exemptions from the payment thereof.

To empower the Town Council to alter and divert, stop up, and interfere with, either permanently or temporarily, and to appropriate part of the sites of the streets, roads, or ways following, or some of them, that is to say:—the Dark-lane, the Long-tower, Hogg's-folly, the Lecky-road, Fountain-street, the Town Walls, Bridge-street, Sugarhouse-lane, Soap-house-lane, Linenhall-street,

Market-street, Shipquay-passage, Shipquay-place, Custom House-lane, and Foyle-street, and of any streets or public places within the said borough which it may be necessary to alter, divert, interfere with, stop up, or appropriate for the purposes of the intended Act.

To extend the jurisdiction of the Court of Conscience of the borough as proposed to be extended, and to raise the jurisdiction of the said Court; and to alter, amend, and enlarge the provisions of the several Acts under which the said court was established and is regulated.

To remove doubts as to the power of the mayor and other justices of the peace for the borough, being members of the Town Council thereof, to hear and adjudicate upon certain cases in which the corporation are parties directly or indirectly concerned; and to associate the justices of the borough with the recorder in all or any proceedings connected with the granting, withholding, renewing, or forfeiting of licences for the sale of wines, spirits, or fermented liquors.

To authorise the Town Council to raise, by loan or otherwise, on the credit of all or any of the rates which now are, or hereafter may be, leviable by them, such sum or sums of money as may be necessary for the purposes of the intended Act.

To alter some of the provisions of the Charter granted in the 14th year of the reign of King Charles the Second to the Society of the Governors and Assistants of London of the new plantation in Ulster; within the kingdom of Ireland, and especially so far as relates to the period at which the members of the said society are required to retire from office, and to provide for the holding of courts by the said Society within the city and county of Londonderry.

And notice is hereby further given, that duplicate plans and sections of the proposed new and altered streets and works, and plans of the lands and houses proposed to be acquired for the purposes of the said intended Act, together with a book of reference to such plans, 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 city and county of Londonderry, at his office, in Londonderry, and also with the clerk of the union of Londonderry, being the union within which the several parishes of Templemore and Glendermott are included, at his office, at the Union Poorhouse of the said union, in the parish of Glendermott aforesaid; and that, on or before the said 30th day of November, a plan, showing the extent to which it is proposed under the said intended Act to enlarge the boundaries of the municipal borough of Londonderry, will be deposited with the Clerk of the Peace for the city and county of Londonderry, at his office, in Londonderry, and with the town clerk of the borough of Londonderry, at his office, in Londonderry.

And, 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 9th day of November, 1863.

Pritt, Sherwood, Venables, and Grubbe,
7, Great George-street, Westminster.
James Hayden, Londonderry.

Falmouth Docks.

Extension of Works; and of time for completing authorized Works; Further Capital; Alteration of Rates; Amendment of Act.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Falmouth Docks Company,
No. 22791. O

hereinafter called "The Company," for an Act for authorizing and effecting the objects and purposes following, or some of them, that is to say:

1. The making and maintenance by the Company of additional works, cuttings, embankments, wharves, quays, roads, and other conveniences and accommodation in connection with and enlargement of the docks, harbour, railways, tramways, roads, works, and conveniences authorized by the Falmouth Docks Act, 1859, and to be situate as to part on the south-west of the docks and works so authorized, and in part constructed, and as to other part on the south-east thereof, and the making and maintenance by the Company of a pier or breakwater, with all requisite works and conveniences in connection therewith, at or near the south-eastern extremity of their docks, harbour, and works, as proposed to be extended under the powers of the intended Act, all which additional works, cuttings, embankments, wharves, quays, roads, pier or breakwater, and other conveniences and accommodation will be made within the parishes, townships, and extra-parochial and other places following, or some or one of them, that is to say: Budock, Falmouth, the town and borough of Falmouth, and Falmouth harbour, in the county of Cornwall.

2. The purchase by the Company by compulsion or otherwise of all such lands, houses, harbour-bed, shore, and other property, as may be required in the construction of the intended new works, or the other purposes of the intended Act, and the varying and extinguishing of all existing rights or privileges in any manner connected with those lands, houses, harbour-bed, shore, and other property, and of 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 intended Act.

3. The crossing, stopping up, altering, or diversion, either temporarily or permanently, of any roads, footpaths, streets, bridges, water courses, pipes, sewers, and drains in the parishes or places aforesaid, or any of them, so far as may be necessary for the purposes of the intended works, or of the intended Act.

4. The levying and taking by the Company of tolls, rates, or duties upon, or otherwise charging ships, vessels, passengers, animals, and merchandize for the use of the already authorized docks, harbour, railways, tramways, and works of the Company, and of their intended new works and conveniences, and the adding to, varying, or extinguishing the tolls, rates, and duties authorized to be levied by the Falmouth Docks Act, 1859, or some of them, and the varying, or extinguishing exemptions from payment of tolls, rates, or duties, and other rights and privileges.

5. The raising of 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 guaranteed or preference dividend or interest, or other rights and privileges attached thereto, or by borrowing on mortgage or bond, or by any of those or other means, the creation and issue of any part remaining unissued of the capital of the Company, authorized to be raised by the Falmouth Docks Act, 1859, with or without guaranteed or preference dividend, or interest, or other rights and privileges attached thereto, and the application to all or any of the purposes of the intended Act of any capital or funds now belonging to the Company, or hereafter to belong to them.

6. The extension of the time limited by the Falmouth Docks Act, 1859, for the exercise of the powers thereby limited for completing the docks, harbours, and works thereby authorized.

7. The altering, amending, extending, and

enlarging, or repealing so far as may be necessary for the above-mentioned and other purposes of the Company of the powers and provisions of the Falmouth Docks Act, 1859, and of all other Acts relating to the Falmouth Docks Company.

And notice is hereby further given, that on or before the 30th day of November, 1863, a plan and section describing the position, lines, and levels of the intended new works, and the lands, houses, and property which may be taken for the purposes thereof, or of the intended Act, with a book of reference thereto, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office, in St. Austell, in that county, and a copy of so much of that plan, section, and book of reference as relates to each of the parishes in or through which any works are intended to be made or maintained, or in which any lands or houses intended to be taken are situate, together with 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 in the case of any extra-parochial place with the clerk of the parish adjoining thereto at his residence.

Printed copies of the intended Act will, on or before the 23rd day of December, 1863, be deposited in the Private Bill Office of the House of Commons.

Dated the 5th day of November, 1863.

Tilly and Son, Falmouth.

Bircham, Dalrymple, Drake, and Ward,
46, Parliament-street, Westminster, Solicitors for the intended Act.

Ross, Forest of Dean, Monmouth, and Lydbrook Railways.

(Incorporation of Company for making a Railway from the Mitchel Dean Road Station of the Hereford, Ross, and Gloucester Railway, to the Worcester, Dean Forest, and Monmouth Railway, and from thence to the Forest of Dean Central Railway, and to Lydbrook; Alteration of the Severn and Wye Railway or Tramway; Power to make Traffic, Working, and other Arrangements with the Hereford, Ross, and Gloucester, the Forest of Dean Central, the South Wales, the Gloucester and Dean Forest, the Great Western, and the Worcester, Dean Forest, and Monmouth Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for an Act to incorporate a Company (hereinafter described as "The Company"), and to confer on such Company power to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, together with all proper stations, works, and conveniences connected therewith, respectively (that is to say):

Railway No. 1.—A railway (hereinafter described as Railway No. 1), commencing by a junction with the line of the Hereford, Ross, and Gloucester Railway, at or near the Mitchel Dean Road Station of that railway, and terminating by a junction with the authorised line of the Worcester, Dean Forest, and Monmouth Railway, at or near a point near the Winning Pits, in the township of East Dean, in the county of Gloucester, where the said Worcester, Dean Forest, and Monmouth Railway is intended to pass over the South Wales Railway, which said railway is intended to pass through or into the several parishes, townships, and extra-parochial or other places of East Dean, West Dean, Newland, Lea Bailey, Lea

Hamlet, Ruardean, and Weston-under-Penyard, in the county of Gloucester, and Hope Mansel, Weston-under-Penyard, Lea, Lea Lower, and Lea Upper, or some of them, in the county of Hereford:

Railway No. 2.—A railway commencing by a junction with Railway No. 1, at or near the said point near the Winning Pits, in the said township of East Dean, where the said Worcester, Dean Forest, and Monmouth Railway is intended to pass over the South Wales Railway, and terminating by a junction with the authorised line of the Forest of Dean Central Railway, at a point in Middle Ridge Inclosure, in the said township of East Dean, being distant five miles and a half, or thereabouts, from the point of junction of the said Forest of Dean Central Railway with the South Wales Railway, and which said railway will be wholly situate within the said township of East Dean, in the county of Gloucester.

Railway No. 3.—A railway commencing at or near the point of termination of Railway No. 1, at or near the said point near the Winning Pits aforesaid, and terminating at or near the northern end of the Lydbrook Iron and Tin Works, in the parish of Ruardean, in the county of Gloucester, at or near the dwelling-house of John Burgum, formerly a beer-house, called the Setting Sun, which said railway is intended to pass through or into the several parishes, townships, and extra-parochial or other places of East Dean, West Dean, Newland, English Bicknor, and Ruardean, or some of them, in the county of Gloucester.

And it is proposed by the said intended Act to take powers for the purchase of lands and houses, by compulsion or agreement, and also for the levying of tolls, rates, and duties for or in respect of the use of the said intended railways and works, and to grant exemptions from such tolls, rates, and duties.

And it is proposed by the said intended Act to vary or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges, and also to take powers to stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, and extra-parochial places, or any of them, as it may be necessary to stop up, alter, or divert in consequence of the construction of the said intended railways and works, or any of them:

And it is proposed by the said intended Act to enable the Company to stop up a small portion of the Severn and Wye Railway or tramway, in the parishes of Ruardean and Newland, and in the township of East Dean, or some or one of them, in the county of Gloucester, and to appropriate to the purposes of the intended railways, a curve upon the said railway or tramway, near the said beer-house called the Setting Sun, and to construct in lieu thereof, a small portion of railway or tramway within the parishes or township aforesaid, or some or one of them, and commencing as well as terminating near the said beer-house:

And it is proposed by the said intended Act to enable the Company and the Hereford, Ross, and Gloucester, the Forest of Dean Central, the Gloucester and Dean Forest, the Worcester, Dean Forest, and Monmouth, the Great Western, and the South Wales Railway Companies, or the Company, and any or either of the said other Companies, to enter into and carry into effect contracts and agreements with respect to the working,

maintenance, and use by any or either of the said other Companies of the said intended railways, or any part thereof, and the supply of engines, carriages, and rolling stock, for the purposes thereof, and the conduct, regulation, and management of the traffic upon or over the said intended railways or any part thereof, and also for affording facilities for the transfer and transmission of traffic passing to or from the railways of the Company from or to the railways of the said other Companies, or such of them as may be parties to any such agreement, and for fixing, levying, dividing, and apportioning the tolls and charges arising from such traffic, and to enable the said other Companies, or any of them, to levy tolls on the railways of the Company, or any part thereof, and, if need be, to alter the tolls, rates, and charges now authorised to be levied by them with respect to their existing undertakings:

And it is proposed by the said intended Act, so far as may be necessary, to alter, amend, extend, and enlarge some or any of the powers and provisions of the several Acts hereinafter mentioned (that is to say), the Acts (local) 14 and 15 Vict., cap. 40, relating to the Hereford, Ross, and Gloucester Railway Company; 9 and 10 Vict., cap. 240, relating to the Gloucester and Dean Forest Railway Company; 19 and 20 Vict., cap. 100, relating to the Forest of Dean Central Railway Company; 26 and 27 Vict., cap. 185, relating to the Worcester, Dean Forest, and Monmouth Railway Company; 5 and 6 William IV, cap. 107, 26th and 27th Vict., caps. 113 and 198, relating to the Great Western Railway Company; 8 and 9 Vict., cap. 190, relating to the South Wales Railway Company; 49 Geo., III, cap. 159, relating to the Severn and Wye Railway Company; and all other Acts relating to the said Company, or any of them.

And notice is hereby further given, that on or before the 30th day of November instant, a map, plans, and sections of the said intended railways and works, describing the direction lines and levels thereof, and the lands to be taken for the purposes thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Hereford, at his office in the city of Hereford, and with the Clerk of the Peace for the county of Gloucester, at his office, in the city of Gloucester; and that on or before the same day a copy of such Gazette Notice, 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 said railways and works are intended to be made, will be deposited for public inspection with the parish clerk of such parish at his residence; and that on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to the township of East Dean, with a copy of this notice, will be deposited with the parish clerk of the adjoining parish of Newnham, at his residence, and at the Speech-house in the Forest of Dean; and that on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to the township of West Dean, with a copy of this notice, will be deposited with the parish clerk of the adjoining parish of Newland, at his residence, and at the Speech-house aforesaid; and that printed copies of the Bill for effecting the objects aforesaid, or some of them, 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.

Henry Minett, Ross;

J. K. Smith, Newnham;

Solicitors for the Bill.

Anglesey Central Railway.

(Diversion of portion of authorised line.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to enable the Anglesey Central Railway Company (hereinafter called "The Company") to divert a portion of their authorised line of railway, and for that purpose to exercise the following powers, viz. :—

To make and maintain a new portion of railway, with all proper stations, approaches, works, and conveniences connected therewith, commencing from and out of the authorised line of the Anglesey Central Railway, in the parish of Llanfihangel-Esceifiog, at the point marked 1 mile on the plans of the said authorised line, deposited with the Clerk of the Peace for the county of Anglesey in the month of November, 1862, and terminating by a junction with the same authorised line in the parish of Llangefni, at the point indicating 5 miles 1 furlong, in the field numbered 72 on the said deposited plans, which said intended new portion of 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;—Llanfihangel-Esceifiog, Llanidan, Llangaffo, Llangristiolus, and Llangefni, in the county of Anglesey.

To purchase, by compulsion or agreement, lands, houses, and other hereditaments, for the purposes of the intended new portion of railway and works, and to vary and extinguish all easements, rights, and privileges connected with or incident to such lands, houses, and hereditaments, and to confer other rights and privileges; and to stop up, alter, or divert all turnpike and other roads, highways, tramways, aqueducts, reservoirs, streams, rivers, brooks, watercourses, and other works, within the said several parishes, townships, or places, or any of them, which it may be necessary, either permanently or temporarily, to alter, stop up, or divert for the purposes of the said intended Act; to levy tolls, rates, and duties in respect of the use of the said intended new portion of railway and works, to grant exemptions from the payment of such tolls, rates, and duties, and to alter, vary, or extinguish existing tolls, rates, or duties.

To relinquish the formation of so much of the said authorised line of the Anglesey Central Railway as was proposed to be situated between the aforesaid points of commencement and termination of the intended new portion of railway before described.

To apply to the purposes aforesaid, or any of them, any capital or funds which the Company have raised or have authority to raise, and to substitute, as regards existing contracts and arrangements, the intended new portion of railway for the portion of railway proposed to be abandoned.

And it is also intended by the said Act to extend to the proposed new portion of railway and works the powers granted by the existing Act of the Company with reference to making and carrying into effect agreements between the Company and the London and North-Western Railway Company.

And so far as may be necessary for the purposes aforesaid, it is intended by the said Act to alter, amend, extend, or enlarge all or some of the provisions of "The Anglesey Central Railway Act, 1863," and of the local and personal Acts, 9 and 10 Victoria, cap. 204, and 21 and 22 Victoria, cap. 130, and of any other Acts directly or indirectly relating to or affecting the London and North-Western Railway Company.

Maps, plans, and sections of the said new portion of railway and works, with a book of reference to the said plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th November instant, be deposited with the Clerk of the Peace of the county of Anglesey, at his office at Beaumaris, in the same county; and a copy of so much of the said plans, sections, and book of reference, as relate to the aforesaid parishes or extra-parochial places, together with a copy of this notice, as published in the London Gazette, will, on or before the same 30th November, be deposited with the parish clerk of each such parish, at his residence, and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining at his residence.

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 13th November, 1863.

Muggeridge and Bell, 26, Duke Street,
Westminster, Parliamentary Agents.

Grand Western Canal and Bristol and Exeter
Railway.

(Purchase of Canal.—Abandonment of Part of Canal.—Additional Capital.—Amendment of Acts.)

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

To enable the Company of proprietors of the Grand Western Canal (hereinafter referred to as "The Canal Company") to sell and transfer their undertaking, lands, property, estate, real and personal, and effects, and all their rights, powers, and privileges, to the Bristol and Exeter Railway Company (hereinafter referred to as "The Railway Company") for such price or consideration and upon such terms and conditions as may have been or may hereafter be agreed upon, and to authorise the Railway Company to accept such sale and transfer accordingly, and to levy rates, tolls and duties for the use of the canal so sold or transferred.

To authorise the Railway Company, on such sale and transfer, to stop up and discontinue, for the purposes of public navigation, and to divert the waters of the following portion of the Grand Western Canal and the towing paths, wharfs, and other works, conveniences, and appurtenances belonging thereto or connected therewith (that is to say), so much of the said canal as lies between a certain bridge over the said canal called Firepool Bridge, in the parish of Taunton St. James, in the county of Somerset, and a certain lock on the said canal called Loudwell Lock, in the parish of Holcombe Rogus, in the county of Devon, which portion of the said canal so to be stopped up and discontinued as aforesaid is situate within the following parishes and places, or some of them (that is to say): Taunton St. James, Norton Fitzwarren, Staplegrove, Bishops Hull, Hillfarrence, Bradford, Nynehead, West Buckland, Wellington, Thorne St. Margaret, Langford Budville, Kittisford, and Ashbrittle, in the county of Somerset, and Holcombe Rogus, in the county of Devon, and to make provisions for the maintenance or removal of bridges, arches, aqueducts, and other works under or over the said canal.

To authorise the Railway Company to sell and

dispose of, or otherwise retain and hold for such purposes, and in such manner as they may think desirable, all or any part of the lands, including easements and rights of water upon which the portion of the said canal so stopped up or discontinued is situate, and also any surplus lands, buildings, or other property now belonging to or held by the Canal Company, and to be acquired by the Railway Company, under the powers of the intended Act.

To provide for the dissolution of the Canal Company and the winding-up of their affairs, and for distributing amongst the shareholders or proprietors therein the monies payable for the purchase of their undertaking, and other the assets of the Canal Company.

To vary or extinguish all rights and privileges which relate to or are connected with the said canal, and the works and conveniences thereof, which would impede or interfere with the objects and purposes of the intended Act, and to alter rates, tolls, and duties, and to vary or extinguish exemptions from rates, tolls, and duties, and to confer other exemptions, rights, and privileges.

To confirm and give effect to any agreements or arrangements made, or which prior to the passing of the intended Act may be made between or on behalf of the said Companies with reference to all or any of the objects of the intended Act.

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

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

And it is proposed 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 (that is to say): local and personal Acts, 36 Geo. III., cap. 46; 51 Geo. III., cap. 168; and 52 Geo. III., cap. 16, relating to the Canal Company; 6 Wm. IV., cap. 36; and The Bristol and Exeter Railway Act, 1863; and any other Acts relating to the Railway Company; 44 Geo. III., cap. 83, relating to the Conservators of the River Tone Navigation; 51st Geo. III., cap. 60; 5th Geo. IV., cap. 120; 2nd Wm. IV., cap. 43; and 7th Wm. IV., cap. 11., relating to the Company of Proprietors of the Bridgewater and Taunton Canal Navigation.

And notice is hereby further given, that on or before the 23d 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 11th day of November, 1863.

William Partridge, Tiverton.

Fussell, and Prichard, Bristol,
Solicitors for the Bill.

Corris Railway or Tramroad.

(Alteration of Company's Name; Power to make New Railway or Tramroad from Machynlleth to Aberllefenny, with Branches to Ty'nyberth and Tycam, and from Ty'nyberth to Tir Stent; Appropriation of parts of existing Tramroads for the purposes thereof; Abandonment and Sale of Residue; Purchase and Sale of Lands; Increase of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Corris, Machynlleth, and River Dovey Tramroad Company (hereinafter called "The Company"), for an Act for all or some of the following objects or purposes, or some of them, that is to say:—

To authorise and empower the Company to change its corporate name, and to make and maintain the following railways tramroads, with all proper works, stations, sidings, approaches, and conveniences connected therewith, that is to say:—

No. 1. A railway or tramroad, commencing by a junction with the Newtown and Machynlleth Railway, at or near the terminus thereof, in the town and liberties of Machynlleth, in the parish of Machynlleth, in the county of Montgomery, passing thence from, in, through, or into the several parishes, townships, and places following, or some of them, that is to say:—Machynlleth, town and liberties of Machynlleth, Isygarreg, Uwchgarreg, Penegoes, Uwchcoed, Isycoed, Llanwrin, Blaenglesirch, Glyncaerig, Llanfechan, in the county of Montgomery, Pennal, Pennal Upper, Pennal Lower, Talyllyn, Ceiswyn, Corris, Ystradgwyn, Cedris, and Llanerchcoediog, and terminating at or near the slate quarry yard, and new engine-house at Aberllefenny Slate Quarries, in the township of Ceiswyn, in the parish of Talyllyn, in the county of Merioneth.

No. 2. A railway or tramroad, from and out of the intended line of railway or tramroad hereinbefore described, commencing at or near the fifth milestone on the turnpike road leading from the town of Machynlleth to the town of Dolgelly, passing thence through the townships or places and parishes following, or some of them, that is to say:—Talyllyn, Ceiswyn, Corris, Ystradgwyn, Cedris, and Llanerchcoediog, all in the county of Merioneth, and terminating at or near the engine-house at Ty'nyberth, in the township of Corris, in the said parish of Talyllyn, in the county of Merioneth.

No. 3. A railway or tramroad, commencing by a junction with the intended line of railway or tramroad No. 1 hereinbefore described, at or near the terminus thereof, at or near the said new engine-house at Aberllefenny aforesaid, passing wholly within and through the said township of Ceiswyn, and parish of Talyllyn, and terminating at or near a certain house called or known as Ty Cam, in the said last-mentioned township and parish.

No. 4. A railway or tramroad, commencing by a junction with the said intended railway or tramroad No. 2, at or near Rognant House, situate in the township of Corris, in the parish of Talyllyn, in the county of Merioneth, belonging to John Rowlands, Esq., and in the occupation of John Hughes, passing thence from, in, through, or into the several parishes, townships, and places following, or some of them, that is to say:—Talyllyn, Ceiswyn, Corris, Ystradgwyn, Cedris, Llanerchcoediog, Dolgelly, Brithdir issaf, Brithdir uchaf, Cefn yr owen Dolgelly, Dolgledr, Dyffrydan, Garthgynfawr, all in the county of Merioneth, and terminating in the township of Garthgynfawr, and parish of Dolgelly, in a field called Caerty, forming part of the farm of

Bryncastell, belonging to Edward Williams, Esq., and in the occupation of Richard Jones.

To enable the Company to improve, alter, and straighten the lines and levels of the existing tramroads of the Company, and to alter the gauge thereof, and to convert and adapt the same for the use of locomotive steam engines thereon, and carriages propelled by steam power, and to appropriate, or use and convert the same, where available, for the purposes of the intended railways or tramroads.

To stop up, and discontinue the use of so much, and such parts, if any, of the existing tramroads and works of the Company, as by reason of the alterations, improvements, straightening, conversion, and appropriation aforesaid, or any of them, may become unnecessary for the purposes of the Company, and to sell and dispose of the same.

To stop up, and discontinue the use of so much, and such parts of the existing tramroads, and of the undertaking of the Company, as are situate between Machynlleth and Garreg, on the river Dovey, in the township of Seybor-y-Coed, in the parish of Llanfihangel-geneu'r-glyn, in the county of Cardigan, or any portion of the same, and to sell and dispose of so much of their said existing tramroads or undertaking, and the site thereof as lies within the limits last aforesaid, and as may not be required for the purposes of the Company.

And it is proposed by the said intended Act, to vest in the Company, all the estates, lands, powers, rights, and privileges of the Company incorporated by "The Corris, Machynlleth, and River Dovey Railway Act, 1852," and 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 or tramroads, approaches, stations, works, and conveniences; and other purposes of the said 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 or tramroads, as shown on the plan and section 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, and 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 authorise the levying of tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from 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 of stock, and by borrowing on mortgage, cash, credit, or otherwise.

And it is proposed by the said intended Act, to enable the Company, the Oswestry and Newtown, the Newtown and Machynlleth, and the Aberystwith and Welsh Coast Railway Companies, and any Company with which any of those Companies may be amalgamated, and any Company or Companies, person or persons, working the railways of

those Companies, or any of them; and the Company, and any one or more of those Companies, person or person, to enter into, and carry into effect, contracts and agreements, in respect of the working, maintenance, and use of the railways or tramroads now forming the undertaking of the Company, and of the said intended railways or tramroads, or any of them, or any part thereof, and the supply of engines, carriages, and rolling stock, for the purposes thereof, and the conduct, regulation, interchange, and management of the traffic upon or over the said railways or tramroads, or any part thereof; and also for affording facilities for the transfer and transmission of traffic passing to and from the railways or tramroads of the Company from or to the railways of the said other Companies, or any one or more of them; and for the fixing, levying, dividing, and apportioning of tolls and charges arising from such traffic; and to enable the said Companies, or any one or more of them, to levy tolls on the railways or tramroads of the Company, or any part thereof; and, if necessary or expedient, to provide for the appointment of joint committees for the purposes aforesaid, and to confer upon such committees such powers as may be necessary or expedient to regulate their proceedings.

And it is proposed by the said intended Act, to extend and make applicable to the railways, tramroads, and works to be authorised by the said intended Act, the provisions contained in the 66th and 67th sections of the Aberystwith and Welsh Coast Railway Act, 1861, and if necessary or expedient, to sanction and confirm any agreement entered into in pursuance of that Act, prior to the passing of the said intended Act.

And it is proposed by the said intended Act, to alter, enlarge, vary, or repeal, all or some of the powers and provisions of the several Acts following, or some of them, that is to say:—"The Corris, Machynlleth, and River Dovey Tramroad Act, 1858," and the other Acts relating to or affecting the Company thereby incorporated, and particularly sections Nos. 19 and 20 of the last-mentioned Act, repealing so much of section 19 as prohibits taking lands from the owners or other persons entitled thereto, otherwise than by agreement, and also repealing so much of section 20 as prohibits the use of locomotive engines on the said tramroads, or any part thereof.

And it is proposed by the said intended Act, so far as it may be necessary, to repeal, alter, or amend some or any of the provisions of the local and personal Acts following, or some of them, that is to say:—Acts relating to the Oswestry and Newtown Railway Company, namely 18 and 19 Vict., cap. 86; 22 and 23 Vict., cap. 63; 23 and 24 Vict., caps. 101, 108, and 139; and 24 and 25 Vict., caps. 17, 181, and 223; and 26 and 27 Vict., cap. 96; Acts relating to the Newtown and Machynlleth Railway Company, namely 20 and 21 Vict., cap. 106, and "The Newtown and Machynlleth Act, 1863," and also the following Acts, or some of them, relating to the Aberystwith and Welsh Coast Railway Company, that is to say:—"The Aberystwith and Welsh Coast Railway Act, 1861," and "Aberystwith and Welsh Coast Railway Act, 1862," and "The Aberystwith and Welsh Coast Railway Act, 1863."

And notice is hereby also given, that a plan and section in duplicate of the intended railways tramroads, and of the lands to be taken under the compulsory powers of the Act, a book of reference to the plan containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands; and a published map with the lines of railways or tramroads delineated thereon, showing their general course or direction, will be deposited with the Clerk of the Peace of

the county of Montgomery, at his office at Welshpool, in the said county of Montgomery; and with the Clerk of the Peace for the county of Merioneth, at his office at Dolgelly, in the said county of Merioneth; and that so much of the said plan, section, and book of reference, as relates to any parish or extra-parochial place in which any part of the railways or tramroads, or the lands to 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 day of December next, and will be accompanied by a copy of this notice; and that copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated this 13th day of November, 1863.

Howell and Morgan, Solicitors, Machynlleth.

Great Western Railway (Further Powers).

Alteration of Roads at Paddington; Railway at Worcester; Additional Lands at Paddington, Middle Duffryn, Mountain Ash, Kidderminster, and Chirk; Gauge of the Hereford, Ross, and Gloucester Railway; Lease or Purchase of Hammersmith and City Railway, and Tenbury and Bewdley Railway; Agreements with London and North-Western, Hammersmith and City, and Oswestry and Newtown Railway Companies, and with Trustees of Worcester Turnpike Roads; Provision for Superannuation and Guarantee Funds; Amendment of Acts.)

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

To enable the Great Western Railway Company to alter the levels of the following public roads or streets in the parish of Paddington, in the county of Middlesex (that is to say):—(1) Queen's-road, from a point thereon about 25 yards north of the south end of the west parapet of the bridge by which that road is carried over the Great Western Railway, to another point thereon about 50 yards south of the said south end of the parapet aforesaid; (2) Green-lane, otherwise Great Western-road, from a point thereon opposite to the south end of the west parapet of the bridge by which that road is carried over the Great Western Railway, to another point thereon about 150 yards south of the point lastly above described; (3) Tavistock-terrace, from the junction thereof with Green-lane, otherwise Great Western-road aforesaid, for a distance of about 60 yards along the said terrace; and also to alter the levels of a certain public footpath leading from Westbourne-park Villas to Hampden-street, which alteration will extend in a southerly direction for about 12 yards, measured from the top of the south flight of steps by which that footpath is carried over the Great Western Railway; and to lengthen or extend the bridges, archways, or openings by which the said roads or streets and footpath respectively are now carried over the Great Western Railway; which said alterations of levels and other works will be wholly situate in the parish of Paddington, in the county of Middlesex:

To enable the Great Western Railway Company to make and maintain a railway or tramway, together with all proper works and conveniences connected therewith, commencing in the parish of

Claines, in the county of the city of Worcester, by a junction with the siding which connects the West Midland line of the Great Western Railway with their Coal Depot, and terminating in the parish of Saint Martin, in the said county of the city of Worcester, at or near to a house in Saint Martin-street, belonging to Mr. James Brookholding Jones, and occupied by Mr. John Charles, and passing from, in, through, or into the several parishes and places following, or some of them (that is to say):—Claines, Saint Martin and Worcester, in the county of the city of Worcester :

To enable the Great Western Railway Company to purchase, by agreement or compulsion, lands and buildings for the purposes of the said intended railway and works; and also for the general purposes of their undertaking, certain other lands and buildings in the parish of Paddington, in the county of Middlesex, bounded on the north by the Great Western Railway, on the east by the public road known as the Queen's-road, on the south by the road lying in front of Westbourne-park Villas, and on the west by buildings of the Great Western Railway Company; and certain other lands and buildings in the same parish, bounded on the east by Queen's-road aforesaid, on the south by Tavistock-terrace aforesaid, on the west by a private roadway joining Tavistock-terrace, and on the north by property of the Great Western Railway Company; and certain other lands and buildings at Middle Duffryn, in the parish of Aberdare, in the county of Glamorgan, lying between the Aberdare line of the Taff Vale Railway and the Aberdare Canal, and extending for a distance of 250 yards, or thereabouts, to the north-west, and for a distance of 250 yards, or thereabouts, to the south-east of the coal works known as Powell's Middle Duffryn Pits, in the same parish; and certain other lands and buildings near Mountain Ash, in the parishes of Llanwynno and Aberdare, in the county of Glamorgan, lying between the Aberdare line of the Taff Vale Railway and the West Midland line of the Great Western Railway, and extending for a distance of 150 yards, or thereabouts, to the north, and for a distance of 150 yards, or thereabouts, to the south of the bridge by which the turnpike road from Aberdare to Cardiff is carried over the River Cynon, and the two before-mentioned lines of railway; and certain other lands and buildings in the Foreign of Kidderminster, and parish of Kidderminster, in the county of Worcester, lying southward of the Kidderminster station on the West Midland line of the Great Western Railway, and on both sides of that line of railway, and extending for a distance of 250 yards, or thereabouts, to the north, and for a distance of 250 yards, or thereabouts, to the south of the Wooden Bridge by which the footpath leading from the turnpike road between Kidderminster and Hoo Brook to the turnpike road between Land Oak and Hoo Brook is carried over the said West Midland line of Railway; and certain other lands and buildings in the parish of Chirk, in the county of Denbigh, lying on the east side of and adjacent to the Shrewsbury and Chester line of the Great Western Railway, and extending in a northerly direction for a distance of about thirty-six chains from the point where the public highway known as Hand-lane crosses the said line of railway at the Chirk Station :

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the conversion and use thereof for

the purposes of the Great Western Railway Company, and to confer other rights and privileges :

And to authorise the stopping-up and discontinuance of so much of the old turnpike road from Worcester to Newtown as lies between the Vulcan Ironworks and the public carriage road known as the Virgin's Tavern or Tolladine-road; and the alteration, diversion, widening, crossing, or stopping up, of all turnpike and other roads, bridges, footpaths, railways, tramways, aqueducts, canals, streams, and rivers, adjoining to the aforesaid lands and buildings, with which it may be necessary to interfere in the conversion and use of those lands and buildings :

And notice is hereby given, that maps, plans, and sections, showing the works proposed to be authorised by the said intended Act, and also showing the lands proposed to be purchased or taken under the powers of the intended Act, together with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November, in the present year, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell, and with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff, and with the Clerk of the Peace for the county of Worcester, at his office in Worcester, and with the Clerk of the Peace for the county of the city of Worcester, at his office in Worcester, and with the Clerk of the Peace for the county of Denbigh, at his office in Ruthin; and that a copy of so much of the said plans and sections and books of reference as relates to each of the before-mentioned parishes; and also a copy of the said Gazette notice, will be deposited, on or before the said 30th day of November, in the case of the parish of Paddington with the vestry clerk of that parish, at his office at Paddington; and in the case of the several other parishes with the parish clerk of each of such parishes at his residence :

And it is also proposed by the said intended Act, to authorise the levying of tolls, rates, duties, and other charges, for and in respect of the use of the intended railway or tramway and other works, and the conveniences and accommodation connected therewith, and to grant exemptions from such tolls, rates, and duties :

And to make further and other provisions in respect of the gauge of the railway authorised by the "Hereford, Ross, and Gloucester Railway Act, 1851," and to alter and vary and, if need be, to repeal all or some of the provisions of that Act in relation thereto :

And to authorise a lease or transfer to the Great Western Railway Company of the undertaking of the Hammersmith and City Railway Company; and to enable those Companies to make and enter into agreements or arrangements with respect to such lease or transfer, and to confirm any such lease, transfer, or agreement; and also to make and enter into agreements with respect to the construction or maintenance, management, use and working, conduct and regulation, of the railways and works, or parts thereof, which the Hammersmith and City Railway Company are now authorised to execute, or which they may, by any Act of the next Session, be authorized to execute, and of the traffic passing thereon, and with respect to the tolls and charges received for or on account of the conveyance and handling of such traffic, and with respect to the apportionment of such tolls and charges :

And to make further provision with respect to the appointment by the Great Western Railway Company and the London and North-Western

Railway Company of a joint committee or joint committees for the management of stations, railways, and works, and for other purposes in which those two Companies and the Shrewsbury and Hereford Railway Company and the Shropshire Union Railways and Canal Company, or some of them, are jointly interested, and with respect to the constitution, duties, and powers of such joint committee or committees:

And to enable the Tenbury and Bewdley Railway Company to grant, and the Great Western Railway Company to accept, a lease in perpetuity or a transfer of the undertaking of the Tenbury and Bewdley Railway Company, and to enable those two Companies to make agreements for or in respect of such lease or transfer, and to confirm any such lease, transfer, or agreement:

And to enable the Great Western Railway Company and the Oswestry and Newtown Railway Company to make and enter into agreements with respect to the use and working by the Great Western Railway Company of or over any or some portion of the Oswestry and Newtown Railway, and the station connected therewith at Oswestry, and with respect to the reception and accommodation of the traffic of the Great Western Railway Company at that station, and with respect to the payments to be made on account thereof, and other the terms and conditions thereof and in relation thereto:

And to enable the Great Western Railway Company and the trustees of the Worcester Turnpike Roads to make and enter into arrangements and agreements with respect to the maintenance and repair of those roads, when and where the same are or may be affected by the works of the Company, and with respect to the construction and maintenance of any such works, and with respect to the appropriation and division between them of the costs of, and incident to, such maintenance and repair:

And to provide for a Superannuation Fund for the benefit of the salaried officers and other servants of the Company, and to provide for a Guarantee Fund by way of security for the good behaviour of those officers and servants; and to provide such funds, or either of them, partly by means of contributions of annual or other sums by such officers and servants, and partly by contribution by the Company, or by some other means to be provided by the said intended Act; and to authorise the making from time to time of all necessary rules and regulations as to the contributions to be made to such funds respectively, the benefits to be derived therefrom, the management and disposition thereof, or otherwise in relation thereto:

And to enable the Great Western Railway Company to apply to the purposes of the intended Act, or some of them, such portion of their corporate funds as they shall think expedient; and to raise, for such purposes and for the general purposes of their undertaking, additional capital by the creation of shares, with or without a preference or priority in payment of dividends, and by mortgage or borrowing, and to amend the powers of the Company as to borrowing money:

And also, if need be, to alter, amend, and extend, all or some of the powers and provisions of the several Acts (Local and Personal) following or some of them, (that is to say):—

Acts relating to the Great Western Railway Company and their undertaking, 5 and 6 William IV., cap. 107; 6 William IV., caps. 36, 38, 77, and 79; 1 Victoria, caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Victoria, cap. 27; 3 Victoria, cap. 47; 3 and 4 Victoria, cap. 105; 4 and 5 Victoria, cap. 41; 5 Victoria (Session 2), cap. 28;

6 Victoria, cap. 10; 7 Victoria, cap. 3; 7 and 8 Victoria, caps. 68 and 99; 8 and 9 Victoria, caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Victoria, cap. 14; 9 and 10 Victoria, 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 Victoria, caps. 60, 72, 76, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11 and 12 Victoria, caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Victoria, cap. 55; 13 Victoria, caps. 6 and 7; 13 and 14 Victoria, caps. 44, 98, and 110; 14 and 15 Victoria, caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Victoria, caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Victoria, caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, and 227; 17 and 18 Victoria, caps. 108, 120, 153, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Victoria, caps. 11, 59, and 69; 18 and 19 Victoria, caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Victoria, caps. 111, 126, and 137; 20 and 21 Victoria, caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Victoria, caps. 90, 123, 126, 139, 142, and 146; 22 Victoria, cap. 13; 22 and 23 Victoria, caps. 1, 17, 22, 40, 46, 59, 64, 76, 81, 84, 105, 120, 134, and 138; 23 Victoria, cap. 76; 23 and 24 Victoria, caps. 69 and 76; 24 Victoria, caps. 82, 94, 127, and 128; 24 Victoria, caps. 32 and 36; 24 and 25 Victoria, 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 Victoria, caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 169, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; and 26 and 27 Victoria, caps. 113, 127, 136, 151, and 198; also, 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; 1 and 2 George IV., caps. 61 and 63; 6 George IV., cap. 168; 7 George IV., cap. 53; and 3 William IV., cap. 70: Acts relating to the London and North-Western Railway Company, 8 and 9 Victoria, caps. 36, 37, 43, 105, 111, 112, 123, 156, and 193; 9 Victoria, cap. 67; 9 and 13 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 and 79; 24 and 25 Victoria, caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Victoria, caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; and 26 and 27 Victoria, caps. 5, 177, and 217: Acts relating to the Hammersmith Railway Company, 24 and 25 Victoria, cap. 164; and 26 and 27 Victoria, cap. 172: Acts relating to the Oswestry and Newtown Railway Company, 18 and 19 Victoria, cap. 86; 23 and 24 Victoria, caps. 101, 108, and 139; 24 and 25 Victoria, cap. 17; and 26 and 27 Victoria, cap. 96: and the "Tenbury and Bewdley Railway Act, 1860."

And notice is hereby also given, 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 11th day of November, 1863.

Elsdale and Byrne, No. 3, Whitehall-place, London.

Hedon and Patrington Road.

(Continuation of Term—Provisions as to Tolls and Mortgages—Further powers—Repeal or Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to alter, amend, extend, and enlarge, the powers and provisions of an Act passed in the fifth year of the reign of King George the Fourth, intituled "An Act for amending and improving the road from Sacred Gate, in the parish of Thorgumbald, to Patrington Haven, and from the Guide Post in Winestead, to the township of South Frodingham, in the East Riding of the county of York," and to continue and extend the term granted by that Act or by any Act passed in continuance of the same, or to repeal the first above-mentioned Act, and to create a further term and make further provision with reference to the said road; and power will be taken in the said Bill, to continue or alter the respective tolls, rates, and duties, by the said Act authorized to be taken; to levy new and additional tolls, rates, and duties, and to confer, vary, or extinguish exemptions, from the payment of such tolls, rates, and duties, to extinguish, pay off, compound for, vary, or reduce, or make other arrangements with reference to the respective mortgages, debts, and other charges, whether secured wholly on the said road and tolls, or partially on the said road and tolls, and partially on the rates, duties, and tonnage granted and made payable on vessels using the Haven of Patrington, or otherwise, under the Acts of the 1st George 3rd, cap. 35, and the 20th George 3rd, cap. 89, (being Acts respectively relating to the said Haven), or the rights, privileges, and remedies of the mortgagees and other creditors thereon, or on any part thereof; and to confer, vary, or extinguish other rights and privileges; to alter and amend, so far as may be requisite for the purposes of the Bill, the two last-mentioned Acts, or either of them.

And notice is hereby also given, that 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 4th day of November, 1863.

Wm. Watson, Solicitor for the Bill.

Hammersmith and City Railway. (Extensions, &c.)

(New Railways from Hammersmith to Kew and Richmond, and to the West London Railway; Additional Capital; Traffic and other Arrangements with other Companies; Amendment of Acts.)

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

To authorise the construction, by the Hammersmith and City Railway Company (hereinafter called the Hammersmith Company), of the railways hereinafter described, or some of them, or some part or parts thereof, together with all proper stations, sidings, works, conveniences, roads, and approaches connected therewith (that is to say):—

1. A railway commencing in the parish of Hammersmith, by a junction with the main line of the Hammersmith and City Railway, now in course of construction, at a point thereon at or near to the southern termination of the viaduct on that railway, and on the east side of the Grove Road, Hammersmith, and terminating at a point in the parish of Chiswick, in a market garden, occupied by Edward Poole, on the northern side of and near to the loop line of the London and South-Western Railway Company, and about 200 yards northward of the dwelling-house occupied by the said Edward Poole, and which intended railway will pass from, in, through, or into the several parishes, townships, and other places following, or some of them, viz.:—Hammersmith, Turnham Green, Ealing, and Chiswick, all in the county of Middlesex.

2. A railway commencing by a junction with the intended Railway No. 1, above described, at or near the termination thereof as above defined, in the parish of Chiswick, in the county of Middlesex, and terminating in the parish of Richmond, in the county of Surrey, at a point in a field occupied by Richard Stanford and Joseph Startin, on the north side of the road leading from Richmond to Mortlake, and about 40 yards westward of the point where Sandy lane crosses the said road, and which intended railway will pass from, in, through, or into the several parishes, townships, and other places following, or some of them, viz.:—Chiswick, Ealing, and Strand-on-the-Green, in the county of Middlesex, and Kew, Mortlake, and Richmond, in the county of Surrey.

3. A railway commencing by a junction with the intended Railway No. 2, above described, at or near the termination thereof, as above defined, in the parish of Richmond, and terminating on the eastern side of Upper Hill-street, in the town of Richmond, at a point about 30 yards northward of the point where Upper Hill-street and the Lower Road unite, and which intended railway will be wholly situate in the parish of Richmond, in the county of Surrey.

4. A railway commencing by a junction with the intended Railway No. 2, at or near the termination thereof, as above defined, in the parish of Richmond, and terminating by a junction with the railway of the London and South-Western Railway Company, at or near the eastern end of the up-line platform of the Richmond station of the London and South-Western Railway, and which intended railway will be wholly situate in the parish of Richmond, in the county of Surrey.

5. A railway commencing in the parish of Hammersmith by a junction with the main line of the Hammersmith and City Railway, now in course of construction, at a point thereon, about 100 yards northward of the southern termination of the viaduct on that railway, and terminating by a junction with the West London Railway, at a point thereon, in the parish of Kensington, at or near the northern end of the eastern passenger platform of the Kensington station on the said railway, and which intended railway will pass from, in, through, or into the several parishes, townships, and other places following, or some of them, viz.:—Hammersmith and Kensington, otherwise St. Mary Abbott's, Kensington, all in the county of Middlesex.

6. A railway commencing in the parish of Mortlake, by a junction with the Richmond line of the London and South-Western Railway, at a point thereon, 150 yards or thereabouts eastward of the point where that railway crosses Black-horse-lane on a level, and terminating in the parish of Richmond by a junction with the intended Railway No. 3, above described, at a

point on the north side of the Marshgate-road, 33 yards or thereabouts west of an occupation-way or footpath lying between Belvedere-place and Pelden: and which intended railway will pass from, in, through, or into the parishes of Richmond and Mortlake, in the county of Surrey.

To authorise the purchasing, by compulsion or agreement, of lands, buildings, and hereditaments, for the purposes of the intended undertaking.

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

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

To authorise the levying of tolls, rates, duties, and other charges for, and in respect of, the use of the intended railways and other works and the conveniences and accommodation connected therewith, and to grant exemptions from such tolls, rates, and duties.

To enable the Hammersmith Company to raise a further sum of money, by the creation of new shares or stock in their undertaking, and either as part of their original capital, or as a separate capital, applicable to and charged upon the undertaking under the said Act, with or without preference or priority in payment of dividend or other special privileges attached thereto, and by borrowing upon their entire undertaking, or upon the portion thereof to be authorised by the said Act, or by either of such means; and if they think fit, to apply to the purposes of the said intended Act, such part of their corporate funds as they may deem necessary.

To enable the Hammersmith Company to abandon the formation of the railway authorised by the Hammersmith and City Junction Railway Act, 1863.

To enable the Hammersmith Company on the one hand, and the Great Western Railway Company, the Metropolitan Railway Company, the London and South-Western Railway Company, the London and North-Western Railway Company, and the North and South-Western Junction Railway Company, and the West London Extension Railway Company, or any or either of them, on the other hand, to enter into and carry into effect arrangements and agreements for or with respect to all or any of the following matters (that is to say):—The execution and maintenance, working, use, and management by any or either of the said Companies of the intended railways and works, or any or either of them; the conveyance, transmission and interchange, collection, forwarding and delivery, conduct, regulation and accommodation, and management of traffic passing over or upon the railways of the Companies parties to such agreement, or any of them, or any part or parts thereof, the use of the stations of the Companies, parties to such agreement, or any of them, or any part or parts thereof, the tolls, charges, or other sum or sums of money to be paid for or in respect of the use of such railways, or of the traffic thereon, or of such stations; and the

apportionment between and amongst the Companies, parties to any such arrangement or agreement, of tolls and charges received in respect of such traffic.

And notice is hereby given, that plans and sections of the said intended railways and works and of the lands and property so proposed to be purchased and taken as aforesaid, together with a book of reference to such plans, and also a copy of this notice, as published in the London Gazette, together with a published map, with the line of railway delineated thereon, will be deposited on or before the 30th day of November, in the present year, with the Clerk of the Peace for the county of Middlesex, at his office, in Clerkenwell, and with the Clerk of the Peace for the county of Surrey, at his office in Lambeth; 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 the parish of Hammersmith, will be deposited with the clerk to the Fulham District Board of Works, at his office in Hammersmith; and a copy of so much of the said plans, sections, and book of reference, as relates to the parish of Kensington, or St. Mary Abbott's, Kensington, with the clerk of the vestry of that parish, at his office in Kensington; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the said other parishes will be deposited with the parish clerk of each such parish; and in the case of any extra-parochial place; with the parish clerk of the adjoining parish; and a copy of the said Gazette notice will also be deposited with each of the said vestry clerks, clerk of District Boards, and parish clerk.

And the said Bill will also alter, amend, and enlarge, so far as necessary, the powers and provisions of the "Hammersmith and City Railway Act, 1861," and of the "Hammersmith and City Junction Railway Act, 1863;" and also of the following Acts (local and personal), or any of them (that is to say):—Acts relating to the Great Western Railway Company and their undertaking, videlicet:—5 and 6 William IV., cap. 107; and 26 and 27 Victoria, caps. 113 and 198; and any other Act or Acts relating to that Company: Acts relating to the Metropolitan Railway Company and their undertaking, videlicet:—17 and 18 Victoria, cap. 221; and any other Act or Acts relating to that Company: Acts relating to the London and South-Western Railway Company and their undertaking, videlicet:—4 and 5 William IV., cap. 88, and any other Act or Acts relating to that Company: Acts relating to the London and North-Western Railway Company and their undertaking, videlicet; 8 and 9 Victoria, cap. 36, and any other Act or Acts relating to that Company: Acts relating to the North and South-Western Junction Railway Company and their undertaking, videlicet:—14 and 15 Victoria, cap. 100, and any other Act or Acts relating to that Company, and Acts relating to the West-London Extension Railway Company and their undertaking, videlicet:—22 and 23 Victoria, cap. 134, and any other Act or Acts relating to that Company.

And notice is hereby also given, that 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 the 12th day of November, 1863.

Elsdale and Byrne, 3, Whitehall Place.

Stroud Gas Light and Coke Company.

(Power to the Stroud Gas Light and Coke Company to maintain and enlarge their existing Gas Works, and to supply Gas; to break up Streets; to charge Rates and Rents, and to extend their present Limits of Supply).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act to make further and better provision for lighting with gas, all or any part or parts of the parliamentary borough of Stroud, and the parish of Eastington, in the county of Gloucester, and to confer upon the Stroud Gas Light and Coke Company (hereinafter called "The Company"), established under memorandum of association, dated the 18th day of March, 1858, and incorporated under certificate of incorporation, bearing date the 30th day of March, 1858, all or some of the following powers (that is to say):

To maintain their existing gas works in the parish of Stroud, on certain lands bounded by the towing-path of the canal of the Company of Proprietors of the Stroud Water Navigation, by land adjoining thereto, now belonging to the Reverend Joseph Mansfield, by the sewage works of the Stroud Local Board of Health, by a stream known as the River Froome, or a branch thereof, and by certain lands of John Dutton Hunt, Esq., and to acquire by compulsion or agreement, such of those lands as are not now vested in the Company, and to construct, maintain and enlarge, on all or any of such lands, such works as may be necessary for the manufacture and supply of gas, or otherwise for the purposes of the said undertaking, and to vary and extinguish all existing rights and privileges connected with such lands and houses respectively, or which would in any manner impede and interfere with the objects or intentions of the said intended Act, and to confer other rights and privileges.

To manufacture gas, and either to sell and dispose of, or otherwise to convert to such purposes as the Company from time to time think fit, all or any part 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 such limits, and also either with or without the consent of the Company of Proprietors of the Stroud Water Navigation, so much of the towing path, wharfs, and banks belonging to the said Company of Proprietors, as extends from the turnpike road or street at Wallbridge, in the parish of Stroud, to the bridge at Chippenham Plat, in the said parish of Eastington.

And it is proposed by the intended Act, to regulate and define the capital of the Company, and to authorise the Company to raise a further sum of money, by the creation of shares, with or without preference or priority in payment of dividend or other special privileges attached thereto, and by borrowing or by either of those means, and to capitalize certain monies laid out in the extension of works, and to levy rents, rates, and charges, and to alter, existing rents, rates, and charges, and to confer, vary or extinguish, exemptions from the payment of rents,

rates and charges, and, if need be, to dissolve the Company, and to re-incorporate them.

And notice is hereby also given, that on or before the 30th day of November, in the present year, plans of the lands intended to be taken, and 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 Gloucester, at his office in Gloucester, and with the parish clerk of the several parishes of Stroud, Painswick, Stonehouse, Rendwick, and Eastington, all in the said county of Gloucester, at their several residences. 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 the 13th day of November, 1863.

Lindsey W. Winterbotham, Stroud,
Swift and Co., 32; Great George-street,
Westminster, Solicitors for the Bill.
Pritt, Sherwood, Venables, and Grubbe,
7, Great George Street, Westminster,
Parliamentary Agents.

Ventnor Tramway Company.

Incorporation of Company; Powers to make a Tramway at Ventnor; Powers to take and levy Tolls, and to enter into Working and Traffic Arrangements with the Isle of Wight Railway Company, 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) and to enable such Company to make and maintain, and work, and use, the tramway hereinafter mentioned, with all proper stations, works, and conveniences connected therewith, that is to say:—

A tramway commencing at the gate leading into the garden or land attached to Grove House, in Ventnor, in the parish of Newchurch, and belonging to the Reverend Henry Harvey, and proceeding thence in and through the said parish of Newchurch, to and terminating at the extremity of the authorised railway from Ryde to Ventnor, at Ventnor, in the parish of Newchurch, in the county of Southampton.

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 tramway and works from the lines and levels laid down on the plans and sections thereof, to be deposited as hereinafter mentioned, to such an extent as will be defined upon the said plans or authorized by the said Act.

To authorize junctions and other interference with the rails and works of the Isle of Wight Railway at the proposed point 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 parish, with which it may be necessary to interfere in the construction of the said intended tramway and works, or any of them. To purchase, compulsorily or otherwise, all lands, houses, and hereditaments within the before-mentioned parish required for the purpose of the said tramway and works, and to vary or extinguish all rights or privileges connected therewith which would interfere with the construction, maintenance, or use of the said tramway and works.

To levy tolls, rates, and duties for the use of the said tramway and works, and for the conveyance and haulage of traffic, and for the use of engines, carriages, waggons, and trucks on the said tramway, and to confer, vary, or extinguish exemptions from the payment of all or any of such tolls, rates, and duties, and to confer, vary, or extinguish other rights, provisions, and exemptions.

To enable the Company to create a Joint Stock or capital, and to raise money by mortgage for the purposes of their 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, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railway Clauses Act, 1863," and any other powers which may be deemed necessary for effecting the objects aforesaid.

And it is intended by the said Bill to enable the Company and the Isle of Wight Railway Company to make, enter into, and carry out agreements and arrangements for the use, working, and maintenance of the said intended tramway and other works, and for the management, interchange, and regulation of the traffic on the said intended tramway and works, and the collection and apportionment of the tolls, rates, and duties to arise therefrom, 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 of Parliament, following, that is to say: "The Isle of Wight Eastern Section Railway Act, 1860," "The Isle of Wight Railways Extension Act, 1863," and any other Act or Acts relating to the Isle of Wight 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 tramway 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, with a published map, shewing the general course and direction of the said intended tramway and works, 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 Southampton, at his office at Winchester, in the said county, and also with the Clerk of the Peace for the county of the Isle of Wight, at his office at Newport, in the Isle of Wight, and on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, and a copy of this notice, as published in the London Gazette, will also be deposited with the parish clerk of the parish of Newchurch, at his place of abode, in which parish the whole of the said tramway and works will be situate.

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 to the Bill.

Durnford and Co., Parliament-street, S.W.,
Parliamentary Agents.

In Parliament.—Session 1864.

Hoylake Railway.

Extension to Mostyn; Compulsory purchase of Land; Transfer of property, rights, and powers of the Company of Proprietors of the undertaking for recovering and preserving the Navigation of the River Dee; Reclamation and Embankment of Lands; Tolls; Power to raise additional Capital; Running Powers over part of the Chester and Holyhead Railway, and use of the Station at Mostyn; 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 pass an Act to enable the Hoylake Railway Company (hereinafter called "The Company") to make and maintain the railway hereinafter described, together with all necessary stations, sidings, and works, connected therewith (that is to say):

A railway commencing in the township of Little Meols, in the parish of West Kirby, in the county of Chester, by a junction with the line of railway No. 3, authorised by "The Hoylake Railway Act, 1863," at the terminus thereof, in a field numbered 54 on the plans deposited with the Clerk of the Peace for the county of Chester, in respect of that railway, and terminating in the parish of Whitford, in the county of Flint, by a junction with the line of the Chester and Holyhead Railway at or near a point 100 yards or thereabouts on the South-east or Chester side of the level crossing by which the turnpike road from Holywell to Mostyn is carried across the Chester and Holyhead Railway at Mostyn aforesaid, 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), Hoylake, Little Meols, Grange, Frankby, Caldy, Newton, and West Kirby, and the bed shore, and estuary of the River Dee, in the county of Chester, and the bed, shore, and estuary of the River Dee, and Mostyn and Whitford, in the county of Flint.

And by the said Act, power will be sought to authorise the Company to carry into effect the objects following that is to say:

To take power to cross under, over, or on a level, and to stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, highways, footpaths, railways, tramways, aqueducts, bridges, canals, rivers, streams, reservoirs, and water courses, within the aforesaid parishes, townships, extra-parochial and other places, or any of them, as it may be necessary or expedient to cross, stop up, alter or divert, by reason of the construction of the said railway and works, or any of them;

To purchase and take by compulsion or otherwise, lands and houses for the purposes of the said intended railway and works, or some of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railway and works, or any of them;

To purchase or take on lease, acquire or take over and adopt the whole or part or parts of the undertaking of the "Company of Proprietors of the navigation of the River Dee," (hereinafter called the Dee Company); and all, or part or parts of the bed, banks, waters, and soil of the River Dee, and other the capital property, reclaimed and unreclaimed lands, estate and effects whatsoever, and the powers, rights, and privileges of the said Dee Company, or any part or parts thereof respectively; and to enable the said Dee Company to sell, part with, dispose of, transfer, and convey or lease the

same or any part or parts thereof respectively to the Company either with or without consideration, and upon such terms as may be agreed upon, or in default of agreement as may be determined by arbitration, in manner prescribed by the said Bill, and to confer on the Company such further and additional powers as may be necessary for the better and more efficient improvement of the said River Dee.

To enable the Company to exercise all or some of the powers heretofore vested in the Dee Company with respect to the embankment and reclamation of the marshes, forelands, and bed and soil, and banks and shores, and with respect to the navigation of the said river, and to vest in the Company all or some of the lands now, or which may hereafter be reclaimed or embanked, free from all claims, rights, obligations, and liabilities whatever affecting the same, and to enable the Company to sell, lease, exchange, or otherwise dispose of such lands, or any of them, or any part thereof, in such manner as they may think fit.

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

To enable the Company to apply any capital or funds now or hereafter belonging to them, or under their control to the purpose of the said Act, or any of them, and to enable the Company to raise additional capital for such purposes or any of them by the creation of new Shares or Stock in their undertaking, either with or without preference or priority of interest or dividend, and by borrowing on mortgage or bonds, or by any of those means.

To empower the Company to increase the number of their Directors and to change the corporate name of the Company.

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 railway of the said Company, or to, from, or over the railways of the Chester and Holyhead Railway Company, 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 last-mentioned Company, their lessees or assigns, is, or 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.

To enable the Company and the Chester and Holyhead Railway Company, their lessees or assigns, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, and using their respective lines of railway and works, or any or either of them.

To authorise the Company, their officers and servants, to run over, work and use with their engines and carriages, and for the purposes of their traffic, the Mostyn Station of the Chester and Holyhead Railway Company, and the works and conveniences thereof, and also so much of the railway and sidings of the Chester and Holyhead Railway Company as lies between the point of junction with it of the proposed railway and the Mostyn Station, upon such terms and under such payments and conditions, as shall be mutually agreed upon, or as in case of dispute may be determined by the Board of Trade.

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 Chester and Holyhead Railway Company, viz.: local and personal 7 and 8 Vict., cap 65; 8 and 9 Vict., cap. 33; 10 and 11 Vict. caps. 147, 162, and 238; 11 and 12 Vict., cap. 60; 12 and 13 Vict., cap. 41; 13 and 14 Vict., cap. 111; 14 and 15 Vict., cap. 21; 17 and 18 Vict., caps. 168 and 222; 21 and 22 Vict., caps. 130 and 146; and the public and general Acts 22 and 23 Vict., cap. 60; 23 and 24 Vict., cap. 149; and 24 and 25 Vict., cap. 247;—The following Acts relating to 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 291; 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, 118, 124, 126, and 134; 23 and 24 Vict. caps. 77 and 79; 24 and 25 Vict. caps. 66, 110, 128, 130, 208, and 223; 25 and 26 Vict. caps. 55, 66, 86, 104, 198, 208, and 509; and 26 and 27 Vict. caps. 5, 77, 79, 103, 108, 110, 177, and 217; "The Hoylake Railway Act, 1863," and any other Acts relating to or affecting the before mentioned Companies or any or either of them:—And so far as it may be necessary for any of the purposes aforesaid to alter, amend, enlarge, extend or repeal, all or some of the following Acts of Parliament, viz., 11 and 12 Will. 3rd; 6 Geo. 2nd cap. 30; 14 Geo. 2nd cap. 8; 17 Geo. 2nd cap. 28; 26 Geo. 2nd cap. 35; 31 Geo. 3rd cap. 88; and "The Dee Standard Restoration Act, 1851," and any other Act or Acts, charters or grants, relating to the Dee Company, or the River Dee Commissioners.

And notice is hereby further given, that duplicate plans and sections of the said intended railway and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans, containing the names of the owners, lessees, and occupiers of such lands and houses, and a published map with the line of the intended railway delineated thereon; and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Flint, at his office at Mold, in the said county, and with the Clerk of the Peace for the county of Chester, at his office at Chester in the said county; 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 railway and works are proposed to be made or in which any lands, houses, and property proposed to be taken or appropriated are situated, and also a copy of this notice as published in the London Gazette, will, on or before the 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 on or before the 23rd day of December next, printed copies of the Bill, or proposed Act for effecting the

objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1863.

Littledale, Ridley, and Bardswell,
Liverpool, Solicitors.

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

Albert Bridge and Approaches.

(Incorporation of a Company for making a new Bridge from Chelsea to Battersea, with approaches thereto—Purchase of Lands—Power to levy Tolls—Amendment of Acts, and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to incorporate a Company (hereinafter called the Company), to make and maintain the several works following, or some of them, that is to say:—

1. A Bridge across the River Thames, with all convenient approaches, abutments, piers, walls, embankments, toll-houses, toll-gates, landing-stairs, and other works, and conveniences connected therewith, to commence in the parish of St. Luke, Chelsea, in the county of Middlesex, in Cheyne Walk, at or near the junction therewith of Oakley Street, and to terminate in the parish of St. Mary Battersea, in the county of Surrey, in a road called the Prince Albert Road, at a point 57 yards from the north east corner of the Albert Tavern, measured in a westerly direction to the said Prince Albert Road.

2. A street commencing in the King's Road, Chelsea, on the north side thereof, directly opposite Oakley Street, aforesaid, and terminating on the south side of the Brompton and Fulham road, about 170 feet from the north east corner of Charles Street, measured in an easterly direction along such last mentioned road, in the parish of St. Luke, Chelsea, in the said county of Middlesex.

3. A public road commencing in the said parish of St. Mary Battersea, at the south end of Culvert Road, at or near the junction therewith of Sheepgut Road, 45 feet south of the south west corner of the public house in that road, known by the sign of the British Flag, and terminating in an intended new road forming on the land of P. W. Flower, Esq., known as Long Hedge Farm Estate, seven hundred feet south east from the south east corner of the Chemical Works, in the occupation of Messieurs Beaufoy and Company, in the aforesaid parish of St. Mary Battersea.

The said bridge, approaches, and other works will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial places following, or some of them (that is to say): St. Luke, Chelsea, in the county of Middlesex and St. Mary, Battersea, in the county of Surrey.

And in the said Bill will be contained the several powers following or some of them, that is to say:—

To cross, divert, alter, stop up, widen, or interfere with, either temporarily or permanently, any streets, roads, approaches, ways, watercourses, drains, sewers, pipes, telegraph wires, railways, fixed or floating piers, jetties and works within the respective parishes, townships, or places aforesaid, which it may be expedient to cross, divert, alter, or stop up, widen, or interfere with, for the purposes of the said Bill.

To authorise the company to purchase by compulsion and agreement, lands and houses required for the purposes of the said intended works, or any or either of them, or other the objects of the Bill, and to vary or extinguish all existing rights

and privileges connected with such lands and houses and any other rights and privileges which would interfere with the execution of the several objects of the said Bill, or any or either of them.

To authorise the company to enter into agreements and arrangements with the proprietors of Battersea Bridge, and other the persons interested therein, for the purchase or lease of the said bridge, and of the several rights and privileges connected therewith, and of the several tolls and duties levied and received, or leviable and receivable upon, or for, or in respect of the use of the said bridge or otherwise howsoever.

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 an Act made and passed in the session held in the 4th year of the reign of Her present Majesty Queen Victoria, cap. 17, intituled, "An Act for the Administration of the Poor Laws in the parish of St. Luke, Chelsea, in the county of Middlesex, and relating to the Highways in the said parish," or otherwise, and to apply the same towards the hereinbefore described intended street; 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 Act.

To authorise the Company to demand and levy tolls, rates, and duties; to alter, vary, and extinguish existing tolls, rates, and duties; to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

To incorporate in the said intended Bill all or some of the provisions of the "Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Railways Clauses Consolidation Act, 1845;" "The Harbours, Docks, and Piers Clauses Act, 1847;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Companies Clauses Act, 1863;" and "The Railways Clauses Act, 1863;" and to alter, amend, enlarge or repeal all or some of the provisions of the Local Act 6 Geo. 3rd, cap. 66, and of all other Act or Acts which could in any way interfere with the several objects aforesaid, or any or either of them.

And notice is hereby further given, that, on or before the 30th day of November instant, duplicate plans and sections of the proposed bridge, approaches, and works, describing the line, situation, and levels thereof, and the lands in and upon which the same are intended to be made, or which may be taken under the powers of the said intended Bill, together 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 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 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 the portion of the said intended works which will be situate within the limits of the metropolis, as defined by the Metropolis Management Act, 1855, will be deposited, with a copy of this notice published as aforesaid, at the office of the Metropolitan Board of Works, Spring Gardens, Westminster; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said works will be made, together with a copy of this notice published as aforesaid, will be deposited as follows (that is to

say)—in the case of the parish of St. Luke, Chelsea, with the Vestry Clerk of that parish at his office at Chelsea; and in the case of the parish of St. Mary Battersea, with the Clerk of the District Board of Works for the Wandsworth District, at his office at Wandsworth; and in case of any extra-parochial place with the Parish Clerk of some adjoining parish at his place of residence.

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

Dated this 11th day of November, 1863.

Mayhew and Salmon, 30, Great George Street, Solicitors for the Bill.

Marchant and Pead, 30, Great George Street, Westminster, Parliamentary Agents.

Vale of Crickhowell Railway.

(Construction of Railway; Powers to the Merthyr Tredegar and Abergavenny, and the London and North-Western 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 for the purposes or some of the purposes following (that is to say):

To incorporate a Company (hereinafter referred to as the Company) for making and maintaining the railway hereinafter mentioned, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works (that is to say):

A railway commencing by a junction with the Merthyr, Tredegar, and Abergavenny Railway, in the parish of Llanfoist, in the county of Monmouth, in a field numbered 70 on the parliamentary plans deposited in November, 1858, with the Clerk of the Peace for the county of Monmouth, for the Merthyr, Tredegar, and Abergavenny Railway Act, 1859, passing from, in, through, or into the several parishes, townships, or places of Llanfoist, Llanwenarth Ultra, and Llanwenarth Citra, in the county of Monmouth; and Llanelly, Llangenny, Llangattock Crickhowell, and Crickhowell, in the county of Brecon, or some of them, and terminating at or near to Crickhowell-bridge, in the parish of Crickhowell, in the county of Brecon, in a field numbered 181 on the tithe commutation map of the said parish of Crickhowell.

To confer on the Company all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say:

To cross, divert, alter, or stop up for the purposes of the Bill, and either temporarily or permanently, any roads, streets, ways, highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads within the parishes, and other places aforesaid.

To purchase by compulsion, and also by agreement, lands, houses, and hereditaments for the purposes of such railway and works, and to levy tolls, rates, and duties upon, or in respect of, the intended railway and works, and to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill to empower the Merthyr, Tredegar, and Abergavenny, and the London and North-Western Railway Companies and either of them, and the Company, to enter into and carry into effect contracts, agreements, and arrangements, for or with respect to the construction, maintenance, working, and using by any or either of the contracting Companies of the intended railway and works, or any part thereof; and with

reference to the regulation, management, and transmission of the traffic thereon, or passing to or from the same, the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, division, appropriation, and distribution of the tolls, and other income and profits arising therefrom, and the employment of officers and servants.

And it is intended to amend "The Merthyr, Tredegar, and Abergavenny Railway Act, 1859," "The Merthyr, Tredegar, and Abergavenny Railway (Leasing) Act, 1866," "The Merthyr, Tredegar, and Abergavenny Railway Act, 1863," the local and personal Act 9 and 10 Vict., cap. 204, relating to the London and North-Western Railway Company.

And notice is hereby also given that plans and sections of the proposed railway and works, with a book of reference to such plans, and a published map with the lines of the proposed railway delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Brecon, at his office at Brecon, in that county, and with the Clerk of the Peace for the county of Monmouth, at his office at Newport, in that county, and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railway and works, or any part of them, will be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the parish clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 11th day of November, 1863.

David Thomas, Brecon.

E. J. C. Davies, Crickhowell, Solicitors for the Bill.

Thornton Gas.

(Incorporation of Company; Powers to Maintain Gas Works, and to Supply Gas in the Hamlet of Thornton, in the township of Thornton, in the parish of Bradford, in the West Riding of Yorkshire. Incorporation of General 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:—

1. To authorise the purchase, maintenance, enlargement, and extension by a Company to be incorporated by the Act, or the maintenance, enlargement, and extension by one or more person or persons, of gas-works, within the limits following (that is to say): a close or parcel of land called the Shipley Dole (formerly in two closes and called Shipley Dole and Kipping Dole), situate in the hamlet of Thornton aforesaid, bounded on the east by property belonging to Joshua Craven and Sons, on the west in part by property belonging to Francis Craven, and in other part by property now or late belonging to Stavely, on the north by the Bradford and Thornton turnpike-road, and on the south by a stream or watercourse called Pinch Beck, and containing five acres or thereabouts.

2. To authorise such Company, person or persons, to manufacture gas and to supply gas, within the hamlet of Thornton, in the township of Thornton, in the parish of Bradford, in the West Riding of

the county of York, and to sell and dispose of the products of the manufacture of gas.

3. To authorise such Company, person or persons, to lay down, maintain, and use, mains, pipes, and other works, in, through, across, and under, and for that purpose to break up, and interfere with streets, roads, bridges, ways, and places, and to interfere with sewers, drains, water pipes, and gas pipes, within the hamlet of Thornton aforesaid.

4. To authorise such Company, persons or person, to purchase or otherwise acquire—but only by agreement—lands convenient for the purposes of their or his undertaking.

5. To authorise such Company, persons or person, to demand and take rates, rents, and charges, for the sale and supply of gas, and the sale and letting of gas meters, fittings, and apparatus.

6. To confer on such Company, persons or person, all powers, rights, and privileges usually conferred on gas companies, or expedient for any of the purposes of their or his undertaking.

7. To incorporate with the intended Act "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1861," and the "Gas Works Clauses Act, 1847," or some parts thereof respectively.

8. To vary and extinguish all such existing rights and privileges as may be found expedient to vary and extinguish, for the attainment of any of the objects of the intended Act.

9. To confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and to confer, vary, and extinguish, other rights and privileges.

On or before the twenty-third day of December, one thousand eight hundred and sixty-three, printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the eleventh day of November, one thousand eight hundred and sixty-three.

Joseph Rayner, Bradford.

Fearon and Clabon, No. 21, Great George-street, Westminster.

The North and South Staffordshire Junction Railway.

(Incorporation of a Company for constructing a Railway from the Trent Valley Railway near Rugeley to the Potteries Branch of the North Staffordshire Railway Company near Uttoxeter, with a Branch to Abbott's Bromley and Connecting Branch with the Trent Valley Railway.—Powers for the London and North-Western Railway Company, the North Staffordshire Railway Company, and the Cannock Mineral Railway Company, or any or either of them, to construct, maintain, work, and subscribe to the Undertaking.—Running Powers over the Trent Valley Railway and the Potteries Railway, in the County of Stafford.—Amendment of Acts.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session for leave to bring in a Bill for the following purposes, or some of them (that is to say):

1. To incorporate a Company, hereinafter called "The Company," for the purposes after mentioned.

2. To enable the Company to make and maintain the following railways, with all necessary stations and other works and conveniences, that is to say:

(1.) A railway (hereinafter called the "Main Line") commencing by a junction with the Trent Valley Line of the London and North-Western

Railway Company, in the parish of Colwich, in the county of Stafford, at a point 220 yards north-west of the centre of the girder bridge which carries the last-mentioned railway over the public road leading from Colton to Bishton, and terminating by a junction with the Potteries Line of the North Staffordshire Railway Company, in the parish of Uttoxeter, at or near a point 1,389 yards north-east of the centre of the level-crossing of the public road leading from Loxley to Bramshall over the last-mentioned line, and passing from, through, and into the parishes, townships, or extra-parochial places of Rugeley, Colton, Colwich, Wolseley, Bishton, Blithfield, Stowe, Grantwich, Drinton, Newton, Chartley, Kingstone, Abbott's Bromley, Bagot's Bromley, Grindley, Bramshall, Moreton, Caverswall, Blythebridge, Lea, Uttoxeter Woodlands, Uttoxeter, and Loxley, or some of them, in the county of Stafford.

(2.) A branch railway, commencing out of the main line, in the said parish of Colwich, in a field called Fully Pits, belonging or reputed to belong to the trustees of Sir Charles Wolseley, Bart., and in the occupation of Charles and Richard Wenlock, and terminating by a junction with the said Trent Valley Line, in the parish of Colwich, at or near the level-crossing of the public road leading from Bishton to Moreton Grange, over the said Trent Valley Line, and which said branch railway will pass from, through, or into the parishes, townships, and extra-parochial or other places of Colton, Colwich, Bishton, Moreton, and Wolseley, or some of them, in the said county.

(3.) A branch railway, commencing out of the main line in the said parish of Stowe, in a field abutting on No. 2,441, on the Tithe Commutation Map of that parish, belonging or reputed to belong to Earl Ferrers, or his trustees, in the occupation of William Woodward, and terminating in the parish of Abbott's Bromley aforesaid, in a field No. 1,056 on the Tithe Commutation Map of that parish, known as Gap Stile, belonging or reputed to belong to Lord Bagot, and in the occupation of Thomas Burton, and abutting on the north-west side of the public road leading from Abbott's Bromley to Bromley Wood, which said last-mentioned branch railway will pass from, through, or into the parishes, townships, and extra-parochial and other places of Abbott's Bromley, Bagot's Bromley, Kingstone, Blithfield, and Stowe, in the said county of Stafford.

3. To enable the Company 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, within the several parishes, townships, and 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 railway branches and works, or any of them.

4. To enable the Company to purchase lands, tenements, hereditaments, and houses, for the purposes of the aforesaid railway branches and 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 railway branches and works.

5. To enable the Company to levy tolls, rates, and charges on or for the use of the said proposed railway branches and works, and to confer exemptions from the payment of tolls, rates, and charges, and to vary the existing tolls, rates, and charges of the London and North-Western Railway Company, the North Staffordshire Railway Company, and the Cannock Mineral Railway Company, some or one of them.

6. To empower the Company, and all persons and corporations lawfully using the said intended railway and branches, or any part thereof respectively, their officers and servants, to run over, work, and use with their engines and carriages of every description, and for the purpose of their traffic, upon such terms and conditions as, in default of agreement, 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 London and North-Western Railway Company, the North Staffordshire Railway Company, and the Cannock Mineral Railway Company, in the county of Stafford, or any of them, and to levy tolls, rates, and duties in respect of passengers and traffic conveyed thereon, and to empower the Company to exercise 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 intended railway, or to or over the railways of the London and North-Western Railway Company, the Cannock Mineral Railway, and the North Staffordshire Railway Companies, in the said county, and to insure 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 interchange, accommodation, protection, and transmission are to be afforded or effected.

7. To empower the Company and the London and North-Western Railway Company, the North Staffordshire Railway Company, and the Cannock Mineral Railway Company, or either of them, to enter into and carry into effect contracts and agreements for or with reference to the construction, maintenance, working, and user by the said last-mentioned Companies, or either of them, the supply and maintenance of engines, carriages, stock, and plant for the same, the fixing, collection, division, appropriation, and distribution of the tolls, and other income, and the profits arising therefrom, and to enable the same Companies, or either of them, to become shareholders in and to subscribe capital towards the intended railway, and to appoint directors in the Company, and to authorize the same Companies, 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 moneys which may be so raised, or any surplus funds belonging to the same Companies, or either of them, in and towards the purposes above mentioned.

8. To amend or repeal the several Acts following, that is to say, the Acts relating to the London and North-Western Railway, that is to say (local and personal), 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. 44, 110, 123, 128, 130, 208, and 219; and

25 and 26 Vict., caps. 55, 66, 85, 98, 104, 198, 208, and 209. Also the several Acts following, or some of them, relating to the North Staffordshire Railway Company, that is to say (local and personal), 1 Wm. 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 and 24 Vict., cap. 42; and 24 and 25 Vict., cap. 71. Also the several Acts following, or some of them, relating to the Cannock Mineral Railway, that is to say (local and personal), 10 and 11 Vict., cap. 110; 18 and 19 Vict., cap. 194; 20 and 21 Vict., cap. 64; 23 and 24 Vict., cap. 35; and 25 and 26 Vict., cap. 194. Also the Act relating to the Stafford and Uttoxeter Railway Company, viz., 25 and 26 Vict., cap. 175.

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

On or before the 30th day of November instant duplicate plans and sections of the said proposed railway and branches, 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 proposed railway, branches, 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 Stafford, at Stafford; 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 several parishes or extra-parochial places in or through which the said railway, branches, and works are intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each parish, at his residence, or in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 13th day of November, 1863.

Mistley, Thorpe, and Walton Railway.
(Powers to make Railways from the Mistley, Thorpe, and Walton Railway at Tendring, to the Tendring Hundred Railway at Weeley and Thorpe-le-Soken; Powers to Great Eastern Railway Company; 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 Mistley, Thorpe, and Walton 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):—

1st. A railway to commence by a junction with the authorized line of the Mistley, Thorpe, and Walton Railway at or near the road leading from Tendring to Thorpe and Walton, and numbered 38 in the parish of Tendring, in the county of Essex, on a plan of the said railway deposited with the Clerk of the Peace for the county of Essex, and at or near the spot where (as shown on such plan) such authorized line is intended to cross the said road, and to terminate by a junction with the authorized line of the Tendring Hundred Railway

at or near a road leading from Weeley to St. Osyth, and numbered 18 in the parish of Weeley on the deposited plans of the Tendring Hundred Extension Railway, in the same county.

2nd. A railway to commence by a junction with the authorized line of the Mistley, Thorpe, and Walton Railway at or near the said road numbered 38 in the parish of Tendring on the said plan, and at or near the spot where (as shown on such plan) such authorized line is intended to cross the said road, and to terminate by a junction with the authorized line of the Tendring Hundred Railway at or near the road leading from Thorpe to Little Clacton, and numbered 8 in the parish of Thorpe-le-Soken on the plan of the Tendring Hundred Railway deposited with the Clerk of the Peace for the county of Essex, and at or near the spot where (as shown on such last-mentioned plan) such authorized line is intended to cross the said road, and which said railways 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): Tendring, Thorpe, Thorpe-le-Soken Weeley, and Little Clacton, all in the county of Essex.

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 said Act, and also powers for the purchase of lands and buildings by agreement, also powers of deviation from the lines and levels of the proposed railway, as shown on the plan and section hereinafter referred to; and to stop up, remove, alter, or divert, temporarily or permanently, all turnpike or 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, and 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, 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 raise further sums of money by the creation of ordinary guaranteed, preference, or debenture shares or stock, and by borrowing on mortgage or otherwise.

And it is proposed by the intended Act to authorize the Great Eastern Railway Company to subscribe money towards, and hold shares in, the proposed undertaking; and to guarantee dividends or interest upon all or any moneys which may be raised or expended for the purposes thereof; and to raise the amount of their subscription or any part thereof by the creation of guaranteed, preference, debenture, or ordinary stock in their own undertaking or by mortgage; and to apply their corporate funds to the purposes of such subscription or any part thereof, or in payment or discharge of any dividends or interest guaranteed under the powers of the intended Act; and to authorise the Great Eastern Railway Company to run over and use, with their engines and carriages of every description and for the pur-

poses of their traffic, the Railways of the Mistley, Thorpe, and Walton Railway Company (including the intended railway), and the approaches, stations, works, and conveniences connected therewith, upon such terms and conditions as may be agreed upon between the Company and the Great Eastern Railway Company, or, failing agreement, as may be settled by an arbitrator or otherwise, as may be prescribed in or provided for by the intended Act; and to authorise the Company and the Great Eastern Railway Company to enter into agreements with respect to the several objects aforesaid, and for the maintenance and working of the Mistley, Thorpe, and Walton Railways (including the intended railway), and for facilitating the collection, delivery, transmission, and conveyance of traffic at, from, to, and over their respective railways, and otherwise with respect to their traffic; and to confirm any such agreements as may have been entered into prior to the passing of the intended Act; and to confer upon the Companies parties to any such agreements all necessary and proper powers for carrying the same into full and complete effect; and to amend certain of the provisions of the several Acts of Parliament following, or some of them, that is to say:—"The Mistley, Thorpe, and Walton Railway Act, 1863;" "The Great Eastern Railway Act, 1862;" "The Great Eastern Railway (Steamboats) Act, 1863;" "The Eastern Union Railway Act, 1862;" "The Tendring Hundred Railway Act, 1859;" "The Tendring Hundred Railway Act, 1862;" and "The Tendring Hundred Railway Act, 1863."

And notice is hereby also given that a plan and section in duplicate of the intended railways, and of the lands to be taken under the compulsory powers of this Act, a book of reference to the plan; containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, 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 of the county of Essex, at his office in Chelmsford; and that 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 or of the lands to be taken under the compulsory powers of this 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, or in the case of an extra-parochial place with the Parish Clerk of some parish adjoining thereto, at his residence; and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this notice; and that printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of the House of Commons before the 24th December next.

Dated this 12th day of November, 1863.

Charles Spencer Owen, Solicitor to the Bill.

Herne Bay, Hampton, and Reculver Fishery.
(Incorporation of Company; Maintenance of Oyster Fishery; Construction of Oyster Beds or Tanks; Exclusive Right of depositing and dredging for Oysters; Diversion of Highway; Construction of Tramway, Tidal Basin, Pier, Wharves, Flood-gates, and other Works; Purchase of Herne Bay Pier; Power to Herne Bay Pier Company to transfer their undertaking; Purchase of Lands, Rights, and other Privileges; Levying Tolls, Rates, and Duties; Repeal and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for an act to incorporate a Com-

pany (hereinafter called "the Company"), and to confer on such Company all or some of the following powers (that is to say):—

1. To acquire the exclusive right of depositing, breeding, dredging, and fishing for oysters in that part of the Estuary of the River Thames which is situate within the parishes or places of Herne, Herne Bay, Hampton, Reculver, Swalecliffe, Whitstable, Chislett, Saint Nicholas, Beltinge, Seasalter, and places adjacent, all in the county of Kent, which is comprised within the following limits or boundaries (that is to say):—A line drawn from Trinity high water mark on the shore, at a point 324 chains westward of the centre of Herne Bay Pier at the shore end to a point of 180 chains seawards, and due north of the first-mentioned point, and then by a line at right angles with the first-mentioned line, and running parallel with the shore to a point 864 chains due east of such second-mentioned point, and thence by a line running in a southerly direction to the shore at a point 540 chains east of the centre of Herne Bay Pier at the shore end, and thence by a line running parallel with the shore, or line of coast, in a westerly direction to the first-mentioned point.

2. To make and maintain in the said parish of Herne, tanks, beds, or reservoirs, for the storage of oysters, and a cut or waterway connected therewith; and it is intended to divert into such cut or waterway, beds or reservoirs, the waters flowing from the Estuary of the River Thames.

3. To make and maintain a tramway in the said parish of Herne, commencing by a junction with the Kent Coast Railway at a point 42 chains west of the west end of the present Herne Bay Railway Station, and terminating at Hampton Point on the shore of the said estuary; and to enable the Company to form such junction with the Kent Coast Railway.

4. To divert that part of the Faversham and Hampton Point Highway in the said parish of Herne which commences at Hampton Point aforesaid, and terminates at the point where such highway joins the Whitstable and Herne Bay Road at West Brook Farm.

5. To construct and maintain a jetty or pier and landing place, with all necessary wharves and conveniences for the landing of goods and minerals, all which works will be situate in the said parish of Herne, or other extra-parochial place adjoining, and which jetty or pier will commence at Hampton Point aforesaid, and terminate at a point 600 yards or thereabouts seawards, and north-west of Hampton Point.

6. To purchase and take the undertaking of the Herne Bay Pier Company, and all the lands, property, rights, powers, and privileges connected therewith, and the tolls, rates, and duties leviable or receivable by the Herne Bay Pier Company, and to vest the said undertaking, lands, property, rights, tolls, rates, duties, and privileges, in the Company, and the said Act will enable the Herne Bay Pier Company to sell and transfer their undertaking to, and to vest the same in, the Company.

7. To maintain the existing Pier and Works at Herne Bay, and to sell, lease, or transfer the same, and all rights and privileges connected therewith, to any persons or corporations, and to repair, enlarge, and alter the same, and to exercise all the rights, powers and privileges in respect thereof now vested in the Herne Bay Pier Company.

8. To make, construct, maintain, and provide dams, embankments, sea walls, buildings, workshops, stores, sheds, wharves, lay-byes, locks, sluices, gates, flood-gates, openings, cranes, and other apparatus necessary or convenient for any of the purposes aforesaid.

9. To purchase and take by compulsion, and also

by agreement, lands, houses, hereditaments, tolls, rights, franchises, and privileges, and for the purposes aforesaid to cross, divert, alter, or stop up, permanently or temporarily, all necessary highways, streams, navigations, rivers, embankments, bridges, and tramways, within the said parishes or places of Herne, Herne Bay, Hampton, Reculver, Swalecliffe, Whitstable, Chislett, Saint Nicholas, Beltinge, Seasalter, or adjacent thereto.

10. To levy tolls, rates, and duties upon or in respect of the said jetty, pier, landing-places, and wharves, or either of them.

11. And by the said Act it is intended to confer exemptions from the payment of, and to vary or extinguish tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is intended by the said Act to alter, amend, enlarge, or repeal, all or some of the provisions of all or some of the following Acts of Parliament (that is to say):—Local and Personal; 20 and 21 Vict., cap. 152; and the 16 and 17 Vict., cap. 132; 18 and 19 Vict., cap. 187; 21 and 22 Vict., caps. 51 and 107; 22 and 23 Vict., cap. 54; 23 and 24 Vict., caps. 174, 177, and 187; 24 and 25 Vict., caps. 81, 239, 240; 25 and 26 Vict., caps. 163, 166, 192, and 224; and other Acts relating to the London, Chatham, and Dover Railway Company; 1 Will. IV., cap. 25; and the 3 and 4 Will. IV., cap. 105.

And it is intended to incorporate with the intended Act, wholly or in part, "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Harbours, Docks, and Piers Clauses Act, 1847," "The Companies Clauses Act, 1863," "The Railways Clauses Act, 1863," or some or one of such Acts.

And it is intended to enable the Company, and the London, Chatham, and Dover, and the Kent Coast Railway Companies, or either of them, to enter into arrangements with each other for the carriage of traffic over and along their respective undertakings, or parts thereof, and for the working and maintenance of the said tramway, and with respect to the tolls and charges and monies to be paid in respect of such traffic, working, and maintenance as aforesaid.

And notice is hereby further given, that on or before the 30th November instant, plans delineating the lands intended to be taken compulsorily, and plans and sections of the proposed tramway, pier, reservoirs, and other works, with a book of reference to such plans respectively, and a published map with the line of tramway delineated thereon, and a copy of this notice, as published in the "London Gazette," will be deposited for public inspection at the office of the Clerk of the Peace for the county of Kent, at his office at Maidstone, in that county; and on or before the said 30th November instant a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said tramway and other works will be made, and in which the land intended to be taken compulsorily is situate, together with a copy of the Gazette notice, will be deposited for public inspection with the Parish Clerk of each such parish, and in case of any extra-parochial place, with the Clerk of the Parish adjoining. And on or before the 23rd day of December next printed copies of the intended Act will be deposited in the Private Bill Office at the House of Commons.

Dated this eleventh day of November, 1863.

Nokes, Carlisle, and Francis, 8, Finch-lane, E.C.

Teign Valley Railway.

(Extensions to Exeter and to Ashburton and Buckfastleigh—Further Capital—Provisions as to Gauge of Railways—Powers affecting London and South-Western, South Devon, and Moretonhampstead and South Devon Railway Companies—Working arrangements with the London and South-Western and South Devon Railway Companies—Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Teign Valley Railway Company (hereinafter called the Company) for an Act for the following purposes, or some of them:—

To authorize the Company to make and maintain the railways following, or some or one of them with all proper stations, approaches, sidings, staiths, cranes, works, and conveniences connected therewith respectively (that is to say):—

A railway (No. 1) to commence in the parish of Doddiscombsleigh, in the county of Devon, by a junction with the Teign Valley Railway authorized by "The Teign Valley Railway Act, 1863," at or near the termination thereof, in a certain field belonging to Sir Lawrence Palk, Baronet, and occupied by Joseph Coleridge, numbered 9 in the said parish on the plans deposited as in that Act mentioned, and to terminate in the parish of St. David, in the county of the city of Exeter, by a junction with a siding of the London and South-Western Railway Company, and which said siding is situate immediately on the south-east side of that Company's railway, leading from Queen-street railway station to St. David's railway station in Exeter, and which junction is distant five yards, or thereabouts, in a south-western direction, from the south-western side of the bridge carrying Queen-street, or Queen-street road, over such last-mentioned railway, which said intended railway No. 1 will be made or pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Doddiscombsleigh, Christow, Bridford, Dunchideock, Dunsford, Holcombe-Burnel, Kenn, Ide, Alphington, and St. Thomas the Apostle, all in the county of Devon, and the parish of St. David, in the county of the city of Exeter.

A railway (No. 2) to commence in the parish of Saint Thomas the Apostle, in the county of Devon, by a junction with the said intended railway (No. 1) in a certain field, being the westernmost of two fields belonging to James Wentworth Buller, Esq., and James Howard Buller, Esq., or one of them, and occupied by James Morgon, and which field is bounded on the south-west side by the turnpike road, leading from Okehampton-street, in the said parish of Saint Thomas the Apostle, to Saint Thomas's Union Workhouse, and to terminate in the said parish of Saint Thomas the Apostle, in the said county of Devon, by a junction with the main line of the South Devon Railway, at a point thereon half a furlong or thereabouts, measured along that railway southwards from the southernmost end of the bridge which carries that railway over the River Exe, which said intended railway (No. 2) will be wholly situate in the said parish of Saint Thomas the Apostle in the county of Devon.

A railway or tramway (No. 3) to commence in the parish of Saint Thomas the Apostle, in the county of Devon, by a junction with the said intended railway (No. 1) in a certain field belonging to Mary Copp, and occupied by Richard Newcombe, and numbered 481 on the tithe map of the said parish, and to terminate in the said parish of Saint Thomas the Apostle, in the said

county of Devon, at or about the southernmost end of the basin of the Exeter Canal, and on a strip of land, wharf, or quay between such basin and the River Exe, and which said intended railway or tramway (No. 3) will be wholly situate in the said parish of Saint Thomas the Apostle, in the county of Devon.

A railway (No. 4) to commence in the parish of Bovey Tracey, in the county of Devon, by a junction with the said Teign Valley Railway, at or near a certain field belonging to the Duke of Somerset, and in the occupation of Joseph Tapper, and which said field is numbered 17 in the said parish of Bovey Tracey, on the plans deposited as in the said Teign Valley Railway Act mentioned, and to terminate in the parish of Buckfastleigh, in the county of Devon, at a point in a field called Tapley's Meadow, belonging to Jane Furneaux, and in the occupation of John Churchward, and which point is distant 5 chains and a half, or thereabouts in a southerly direction from a bridge called Church Bridge, in the town of Buckfastleigh, which said intended railway No. 4 will be made or pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say—Bovey Tracey, Teigngrace, Ilington, Bickington, Staverton, Ashburton, and Buckfastleigh, all in the county of Devon.

A junction railway (No. 5) to commence in the parish of Bovey Tracey, in the county of Devon, by a junction with the said intended railway (No. 4), at or near a point in a certain field or heath called Bovey Heathfield, and numbered 2485 on the tithe map of that parish, and which point is situate 15 chains or thereabouts, measured in a south-westerly direction, and at right angles or thereabouts to the Hey Tor Tramroad from a point thereon 38 chains or thereabouts measured towards Bovey Tracey, from the point at which the said Hey Tor Tramway crosses the turnpike road between Jews Bridge and Drum Bridge, and to terminate in the said parish of Bovey Tracey by a junction with the authorized line of the Moretonhampstead and South Devon Railway, at or near the point thereon where the said Teign Valley Railway is shown to join the said Moretonhampstead and South Devon Railway on the deposited plans referred to in the Teign Valley Railway Act, 1863, which said intended railway No. 5 will be made or pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or one of them (that is to say)—Bovey Tracey and Teigngrace, both in the county of Devon.

To make lateral deviations from the lines of the intended railways and works to the extent and within the limits shown on the plans hereinafter mentioned, or as may be prescribed in and by, and provided for in the intended Act.

To empower the Company, to purchase lands and houses by compulsion or agreement, for the purposes of the railways and works so proposed to be constructed as aforesaid, and to vary and extinguish all existing rights and privileges connected therewith which would in any manner impede or interfere with the purposes of the intended Act, or any of them, and to confer other rights and privileges.

To authorize the Company to levy tolls, rates, or duties for or in respect of the said railways and works, and to grant exemptions from the payment of such tolls, rates, and duties.

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, streets, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross,

stop up, alter, or divert, in executing the several purposes of the intended Act.

To authorize 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 guaranteed or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any 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 require and compel the London and South-Western Railway Company, and the South Devon Railway Company, and the Moretonhampstead and South Devon Railway Company respectively, to receive, book through, forward, accommodate, and deliver, on and from their respective railways, or any parts thereof, or any railways worked by them, and the stations, warehouses, and booking offices thereof respectively, all traffic of whatever description, coming from or destined for the undertaking of the Company as now authorized, or as may by the intended Act be authorized, upon such terms and conditions as may be agreed upon, or failing such agreement as shall be settled by arbitration, and if need be to alter the toll and charges which are now authorized to be taken upon the said respective railways or parts thereof, and the works and conveniences connected therewith respectively and to authorize the levying and taking of the same or any other tolls, rates, or charges in respect thereof, and to confer exemptions from such tolls, rates, or charges.

To enable the Company on the one hand, and the London and South-Western Railway Company, and the South Devon Railway Company, or either of those Companies, on the other hand, to enter into and carry into effect contracts and agreements with respect to the working, management, maintenance, and use of the Teign Valley Railway, and of the said intended railways and works, or any or either of them, or any part or parts thereof respectively, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting parties, and the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken or arising from or in respect of that traffic, and to authorize the appointment of a joint committee or joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which prior to the passing of the Bill may be made touching any of the matters aforesaid.

To authorize the Company to lay down on the intended railways and works, or any of them, and also on the Teign Valley Railway as now authorized, or any parts thereof respectively, either the broad gauge or the narrow gauge, or if deemed expedient both of such gauges.

To incorporate with the intended Act 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."

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, that is to say—The general Act 9 and 10 Vic., cap. 57, for Regulating the Gauge of Rail-

ways, "The Teign Valley Railway Act, 1863," relating to the Company, the local and personal Acts of Parliament following or some of them, viz., 4 and 5 Wm. 4th., cap. 88; 1 Vic. caps. 1 and 71; 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, 245, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. 3d, 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. 136, 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. 64, 92, 103, 133, 153, and 185; 25 and 26 Vic., cap. 42; and 26 and 27 Vic., caps. 90, and 109, relating to the London and South-Western Railway Company, and any other Acts relating to that Company; 7 and 8 Vic., cap. 68; 9 and 10 Vic., cap. 402; 10 and 11 Vic., cap. 242; 14 and 15 Vic., cap. 53; 17 and 18 Vic., cap. 122; 20 Vic., cap. 1; 20 and 21 Vic., cap. 8; 21 and 22 Vic., cap. 102; 23 and 24 Vic., caps. 10 and 103, relating to the South Devon Railway Company, and any other Acts relating to that Company; "The Moretonhampstead and South Devon Railway Act, 1862," and 10 Geo. 4, cap. 47, relating to the Exeter Canal.

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 Devon, at his office at Exeter, and with the Clerk of the Peace for the county of the city of Exeter, at his office at Exeter, 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 respectively 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 as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby 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 this 12th day of November, 1863.

H. and W. Toogood, 16, Parliament-street,
London, Parliamentary Agents.

In Parliament.—Session 1864.

Tilbury Docks.

(Incorporation of Company; Construction of Docks and other works at or near the Tilbury Station of the London, Tilbury, and Southend Railway, with a Railway or Tramway; Diversion of Waters; Power to levy and take Tolls, Rates, Dues, and Charges; 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 purposes or some of the purposes following, namely:—

To incorporate a company (hereinafter called the Company) for the purposes of the Bill, and to authorize them to make and maintain the works, and exercise the powers following, or some of them, namely:—

To make and maintain on certain lands, situated in the marshes near the River Thames, at or near the Tilbury Station of the London, Tilbury, and Southend Railway, in the parishes of Chadwell and Little Thurrock, in the county of Essex, a dock or docks, with basins, locks, graving docks, entrance gates, approaches, roads, quays, jetties, shipping places, stathes, landing slips, stairs and stages, wharves, wharf-walls, embankments, warehouses, custom-houses, tramways, cranes, drops, dolphins, and other works and conveniences connected therewith.

To make and maintain a railway or tramway, commencing by a junction with the line of the London, Tilbury, and Southend Railway, at a point about seven chains east of Marsh House, in the said parish of Chadwell, in the county of Essex, and terminating in a field belonging to —Harding, Esquire, in the said parish of Little Thurrock, in the county of Essex; being the field numbered 12 on the plan hereinafter mentioned, and which said railway or tramway will pass through and into the parishes of Chadwell and Little Thurrock aforesaid.

To divert water from the River Thames into the intended docks, and into the intended channels and works.

To dredge, scour, and deepen, from time to time, the bed and shore of the said River Thames; and also to dredge, scour, and deepen all channels, from time to time, forming a means of access to the intended docks, basins, and works.

To make, provide, lay down, and maintain dolphins, buoys, beacons, lightships, lighthouses, tugboats, dredgeboats, 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 River Thames, and adjoining lands in the before-mentioned parishes and places.

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, riverwalls, and embankments within the parishes and places before named.

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 rights to, in, and over quays, wharves, landing places, embankments, creeks, slips, and jetties.

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, railway or tramway, channels, works, and conveniences; to alter and vary such tolls, rates, dues, and charges, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, dues, and charges, and also from payment of any existing tolls, rates, dues, and charges, and to confer, vary, and extinguish other rights and privileges, and also to confer all other powers, authorities, and privileges, necessary for carrying the said undertaking into effect; and which are usually inserted in bills of a like nature. To make provision for the management, use, regulation, and protection of the intended docks, basins, railway or tramway, channels, works, and conveniences, the regula-

tion and control of shipping, persons, animals, and goods frequenting, or using, or approaching to, or departing from the said docks, basins, and channels, the pilotage of shipping, the appointment, regulation, and dismissal of dock-masters, pilots, and other officers, and the imposition of penalties and restrictions. To sanction and give effect to all contracts and arrangements now or hereafter to be entered into between the Company on the one part, and the London, Tilbury, and Southend Railway Company on the other part, for, or with respect to the leasing, appropriation to, and construction, maintenance, use, ownership, and management by them of the said docks, railway, tramway, works, and property, the construction and maintenance of junctions and communications between their respective works, and of the powers in connection with the alteration, suspension, or modification of such works, and exercise of their respective 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 Company and the London, Tilbury, and Southend Railway Company, and all incidental matters.

-To alter, amend, or enlarge the public Acts 64th George III. cap. 91, and 17th George III. cap. 18; the local and personal Act 50th George III. cap. 204; and all other Acts relating to the Thames Conservancy and Port of London, "The Thames Conservancy Act, 1857;" and all other Acts relating to the conservancy of the River Thames; the local and personal Act 15th Victoria, cap. 84, and all other Acts relating to the London, Tilbury, and Southend Railway Company. To incorporate with the Bill the necessary provisions of the "Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act," 1860, "The Companies Clauses Consolidation Act, 1855," "The Railways Clauses Consolidation Act, 1845," and of the "Harbours, Docks, and Piers Clauses Act, 1847."

And notice is hereby given that plans and sections of the proposed docks, channels, railway or tramway, and works, with a book of reference to such plans, a published map, and 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 Essex, at his office at Chelmsford, and with the respective parish clerks of the said parishes of Chadwell and Little Thurrock, at their respective residences; 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.

Sudlow and Co., 8, Manchester Buildings, Westminster, Solicitors for the said Bill.

West Yorkshire Railway.

(Extension at Leeds; Running Powers over Portion of London and North Western Railway at Leeds; Working Arrangements with that Company, and with Midland and North Eastern Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in

the ensuing session for leave to bring in a Bill, to empower the West Yorkshire Railway Company (hereinafter called "The Company"), to make and maintain a branch or extension railway wholly in the township of Wortley, in the parish of Leeds, in the West Riding of the county of York, together with all proper and convenient approaches, stations, and other works and conveniences, connected therewith, commencing by a junction with the railway of the Company at or near, and on the northern side of the bridge carrying that railway over the Leeds and Birstal turnpike-road, and terminating by a junction with the London and North Western Railway, at or near and on the south-western side of the bridge which carries that railway across the public carriage-road at Copley Hill.

And it is intended by the said Bill to confer upon the Company all necessary powers for effecting the purposes following, or some of them, that is to say:—

To cross, stop up, alter, or divert, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, streams, rivers, bridges, sewers, drains, telegraphs, ways, and water-courses, within or adjoining to the aforesaid parish or township which it may be necessary to cross, stop up, alter, or divert for the purposes of any of the intended works aforesaid, or of the intended Bill.

To purchase by compulsion and by agreement or otherwise lands, houses, and hereditaments in the said parish and township, for the purposes of the intended works and of the Bill, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates, and duties upon or in respect of the said intended railway and works; to alter existing tolls, rates, and duties which the Company or the several Companies hereinafter named are now authorised to take; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To apply to the purposes of the proposed railway and works and of the Bill, any part of the funds which the Company are now authorised to raise, and which may not be required for the purposes of their now authorised undertaking; and to raise further money for the purposes aforesaid by borrowing and by the creation of new shares and stock in the Company, and (if the Company think fit) to attach to all or any of such new shares or stock any preference or priority of interest or dividend, or other special rights and privileges.

To enable the Company and all Companies and persons lawfully using the railways of the Company, 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 compulsory arbitration in case of difference, or as may be provided in the said intended Bill so much of the railway of the London and North Western Railway Company as is situate between the point of junction of the intended railway hereinbefore described, with the London and North Western Railway and a certain place called the Whitehall Junction, in the township of Holbeck, in the said parish of Leeds, together with the works and conveniences connected with the said portion of the London and North Western Railway.

To enable the Company, on the one part, and the Midland Railway Company, the London and North Western Railway Company, and the North

Eastern Railway Company, or any of those Companies, or any two of them, on the other part, to enter into and carry into effect any agreements and arrangements with respect to the working, use, management, and maintenance of the railways, works, and undertaking of the Company, or any part or parts thereof, the supply of rolling stock and machinery, and the employment of officers and servants for the conduct of traffic on the said railways, works, and undertaking, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the receipt, interchange, accommodation, conveyance, forwarding, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties, the fixing of tolls, rates, and charges, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of a joint committee, or joint committees, for carrying into effect any such agreement or arrangement as aforesaid.

And it is intended, so far as may be necessary or desirable for any of the purposes of the said Bill, to amend the provisions of the several (local and personal) acts of Parliament following, or some of them (that is to say), The Bradford, Wakefield, and Leeds Railway Acts, 1854, 1859, 1860, 1861, and 1862; and "The West Yorkshire Railway Act, 1863," relating to the Company; the Act 17 and 18 Vict., cap. 211, and any Act or Acts therein recited or referred to, and any other Act or Acts relating to or affecting the North Eastern Railway Company; the Act 9 and 10 Vict., cap. 204, and any Act or Acts therein recited or referred to, and any other Act or Acts relating to or affecting the London and North Western Railway Company; and the Act 7 and 8 Vict., cap. 18, and any Act or Acts therein recited or referred to, and any other Act or Acts relating to or affecting the Midland Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1863, plans and sections of the intended railway and works, together with a book of reference to such plans, a published map with the line of the intended 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 West Riding of the county of York, at his office at Wakefield, in that county; and that on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk of Leeds, at his residence; and that on or before the 23rd day of December next, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1863.

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

Swansea Harbour Trust.

(Power to make New Works; Improvements of Harbour; power to lease Lands for formation of Dry Docks; New Tolls; power to borrow further sums; Amendment of Acts).

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

To empower the Swansea Harbour Trustees (hereinafter called the Trustees) to take down

and rebuild the western pier of Swansea Harbour, or some portion thereof, and to remove a portion of that pier, and to make, construct, and maintain a pier commencing by a junction with the existing western pier of Swansea Harbour, at the seaward end thereof, and extending into Swansea Bay, for a distance of 1,000 feet, or thereabouts, the line and extent of which said pier will be delineated on the plans to be deposited, as hereinafter mentioned, with all necessary landing-places, works and conveniences connected therewith, which said pier and other works will be situate in the parish of Swansea, and the bed or soil of Swansea Bay, in the county of Glamorgan.

To empower the Trustees to take down and rebuild the eastern pier of Swansea Harbour, or some portion thereof, and to remove a portion of the same pier, and to construct a new head to that pier, which said pier and other works will be delineated on the plans to be deposited, as hereinafter mentioned, with all necessary landing places, works and conveniences connected therewith, which said last-mentioned works will be situate in the hamlet of St. Thomas, in the said parish of Swansea, and the bed and soil of Swansea Bay, in the county of Glamorgan.

To empower the Trustees to construct a new cut, or entrance channel, commencing at or near the opening between the existing piers of Swansea Harbour, and terminating at or near low water-mark in Swansea Bay, at a distance of 3,900 feet, or thereabouts; the line, and extent, and width of which said cut or entrance channel will be delineated on the plans to be deposited, as hereinafter mentioned, with all necessary jetties, training walls, works and conveniences connected therewith, which said cut or channel and other works will be situate in the said parish of Swansea, and the bed or soil of Swansea Bay, in the county of Glamorgan.

To empower the Trustees to remove the present lighthouse on the western pier of Swansea Harbour, and to erect and maintain a lighthouse, at or near the southern end of the said intended western pier.

To empower the Trustees to remove a certain existing jetty in Swansea Harbour, at the landward end of the said western pier.

To empower the Trustees to erect, maintain, and exhibit leading lights, for the guidance of vessels, in such positions as may be deemed expedient.

To empower the Trustees to stop up the present entrance channel of Swansea Harbour, and to divert the waters of the river Tawe into the channel to be authorized by the intended Act.

To authorize the Trustees to levy tolls, rates and dues in respect of all ships, vessels, boats and barges using or frequenting the said harbour or works, and on all goods, wares, and merchandise, imported into or exported from the said harbour or works, and to confer, vary, and extinguish exemptions from the payment of tolls, rates and dues, and other rights and privileges; and if necessary or expedient to alter the tolls, rates, and dues now leviable by the Trustees.

To authorize the purchase by compulsion or otherwise of all such lands, houses, and other property as may be required in the construction or formation of the intended piers and other works, 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 for carrying into execution any of the purposes of the said Act.

To enable the Trustees to borrow, on mortgage

or bond, further sums of money for the purposes of the said Act, and for the general purposes of their undertaking.

And it is proposed by the said intended Act to enable the Trustees, with the consent of the Board of Trade, to let on lease, for any term of years, for the construction and formation of dry docks, patent slips, shipbuilding yards, and other conveniences for building and repairing vessels, any lands vested in or belonging to the Trustees, upon such terms and conditions as shall be agreed upon between the Trustees and the persons taking the same, and so far as may be necessary for that purpose, to alter "The Harbours, Docks, and Piers Clauses Act, 1847."

And it is proposed by the intended Act to alter, repeal, amend, extend and enlarge some or any of the powers and provisions of the several Acts hereinafter mentioned, that is to say:— "The Swansea Harbour Act, 1854," "The Swansea Harbour Act, 1857," "The Swansea Harbour Act, 1859," "The Swansea Harbour Act, 1860," "The Swansea Harbour Act, 1861," and "The Swansea Harbour Act, 1862."

And notice is hereby further given, that on or before the 30th day of November, 1863, plans and sections of the intended piers, channel and other 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 Glamorgan, at his office at Cardiff, in that county, and also with the parish clerk of the parish of the town and franchise of Swansea, at his usual place of abode.

And that on or before the 23rd day of December, 1863, 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 11th day of November, 1863.

Lewis Thomas, Swansea, Solicitor for the Bill.

Portmadoc and Beaver Pool Bridge Turnpike Roads.

(Construction of Roads from Boston Lodge near to the Town of Portmadoc to the Oakley Arms Hotel—From Festiniog to Beaver Pool Bridge, and from Tal-y-Bont new Bridge to Tyddyn Gwyn—Constitution of Trust—Power to Levy Tolls—Arrangement with Trustees of Harlech Maentwrog and Festiniog Turnpike Road.)

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

To make and maintain,

Firstly—A turnpike road commencing at Boston Lodge near to the town of Portmadoc, in the parish of Llanfihangel y Traethan, in the county of Merioneth, at or near to a certain turnpike gate called the Embankment Gate, situate in the said parish of Llanfihangel y Traethan, in the occupation of one Rowland Evans, and terminating by a junction with a certain turnpike road called the Harlech Maentwrog and Festiniog Turnpike Road, at a point in the parish of Festiniog, in the county of Merioneth, called the Oakley Arms Hotel, in the occupation of John Rae.

Secondly—A turnpike road commencing at the Market Hall in the town and parish of Festiniog, in the county of Merioneth, and terminating on the south-western side of a certain bridge, called Beaver Pool-bridge, in the parish of Bettws y Coed, in the county of Carnarvon.

Thirdly—A branch turnpike road commencing

by a junction with the said Harlech Maentwrog and Festiniog Turnpike-road, at or near to a certain bridge called the Taly Bont New-bridge, in the said parish of Festiniog, and terminating by a junction with the said proposed road from Festiniog to Beaver Pool-bridge, in or near to a certain farmhouse called Tyddyn Gwyn, in the parish of Festiniog, in the county of Merioneth, in the occupation of William Williams, and which several roads will pass in, through, or into, the several parishes, townships, and extra-parochial places following (that is to say): the parishes of Llanfihangel y Traethan, Llandecwyn, and Festiniog, in the county of Merioneth; and the parishes of Dolwyddelan and Bettws y Coed, in the county of Carnarvon. And it is proposed for the purposes of such roads respectively to take, use, and adapt all parochial private roads, or highways in or upon the lines of the said intended roads respectively.

The Bill will contain the following amongst other powers or some of them (that is to say): to constitute and appoint trustees to carry into effect the objects of the Bill to purchase lands, houses, and other buildings compulsorily for the purpose of forming the intended new roads and other works; to levy tolls, rates, and duties, for the use of the intended roads; to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties; to regulate the application of such tolls, rates, and duties, and to make applicable to the objects of the Bill the General Statutes relating to turnpike roads in England and Wales.

To authorize and regulate the raising of money on mortgage of the tolls and the construction of such bridges, arches, embankments, cuttings, approaches, communications with other roads, and the stopping up, diversion, or appropriation of any existing roads, whether public highways or otherwise, and the execution of all such other works as may be necessary or convenient within the townships and parishes aforesaid, or within the limits of lateral deviation to be defined on the plans hereinafter mentioned, and to vary or extinguish all rights or privileges which would interfere with any of the objects of the intended Bill.

To authorize the trustees to be appointed under the said Bill to enter into arrangements with the trustees of the said Harlech Maentwrog and Festiniog Turnpike Road for the use, maintenance, and repair of so much of such road as lies between the junction of the road firstly hereinbefore described and the town of Festiniog, in the parish of Festiniog, in the county of Merioneth, or to enable the trustees to be appointed under the said Bill to take and acquire as part of their trust and line of road the portion of the said Harlech Maentwrog, and Festiniog Turnpike Road lying between the points aforesaid, and to enable the trustees of the said Harlech Maentwrog and Festiniog Turnpike Road to give up and surrender such portion of their said road to the trustees to be appointed under the said Bill, and for such purposes to repeal, alter, or vary a certain Act of Parliament made and passed in the 13th and 14th years of Her Majesty Queen Victoria, chapter 67, entitled, "An Act for continuing and enlarging the term and powers of three Acts passed in the reign of His Majesty King George III., for repairing and widening several roads leading to and from the towns of Bala and Dolgelley, in the county of Merioneth, and other roads therein mentioned in the counties of Montgomery, Denbigh, and Salop, and for repairing several other roads in the counties of Merioneth and Denbigh."

On or before the 30th day of November instant, plans and sections describing the line and levels of the intended new roads and works and the lands

which will or may be taken for the purposes thereof, with a book of reference to those plans containing the names of the actual or reputed owners, lessees, or reputed lessees and occupiers of those lands; 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 Carnarvon, at his office at Carnarvon; and with the Clerk of the Peace for the county of Merioneth, at his office at Dolgelley; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes aforesaid, in or through which the new roads and works are intended to be made and maintained, with a copy of this notice, will be deposited with the parish clerk of each parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, 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 11th day of November, 1863.

John R. Griffith, Solicitor, Llanrwst.

Gregory, Rowcliffe, and Rowcliffe, Parliamentary Agents, 1, Bedford-row, London.

Wellington (Salop) Markets.

(Dissolution of existing Company, and Incorporation of New Company; Power to provide and establish New Markets and Slaughter Houses; to purchase Lands; to take Stallage, Rents, and Tolls; to make Bye-Laws; to abolish or improve existing Markets; to abolish Fairs, &c., in the Public Streets; and for other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to effect the objects or some of the objects following, viz.:

To dissolve the Wellington Market-Hall Company (hereinafter called The Existing Company), established by deed of settlement dated the 16th day of August, 1841; to annul the said deed of settlement, and to re-incorporate the shareholder; of such Company by the same or another name and to vest in such new Company the undertaking, property, estate, powers, rights, authorities, and privileges of the existing Company; together with the further powers after mentioned; or to incorporate a new Company (hereinafter called The New Company) for establishing and holding markets and fairs within the town and parish of Wellington, in the county of Salop.

To provide for the vesting in such new Company by purchase, lease, or otherwise, of all existing rights and franchises of holding markets and fairs within the said town and parish, and taking tolls thereat; and also for vesting and conferring on the existing Company or the new company the following, or some of the following, among other powers; that is to say:

To erect, establish, maintain, and regulate new and suitable market-places and market-houses, and houses with proper approaches, slaughter-houses, and other buildings and conveniences within or connected therewith, for the sale of cattle and other animals, hay, straw, corn, grain, butchers' meat, poultry, fish, butter, cheese, vegetables, fruit, and other marketable commodities, and to provide houses and places for weighing carts and goods of all kinds.

To authorize the abolition or removal or improvement of the existing markets and market-places within the said town and parish which are inconveniently situate, small, and insufficient for the wants thereof, and to provide sufficient and

suitable places for holding public cattle, horse, sheep and pig fairs, and for making of bye-laws and other provisions for the good government and regulation of the said markets, market-houses, and market-places, slaughter-houses, and other houses, and fairs and fair grounds, and of the persons frequenting or using the same.

To regulate the holding of fairs, and the placing and removing of carts, stalls, and standings, for the sale of marketable commodities, and for preventing the same and other causes of obstruction in the streets and other public passages and roads, or other places within the said town and parish.

To authorize the purchase of lands, houses, market-places, and houses or other premises, and public and private rights in or with reference to markets and fairs, or any stallages, tolls, or dues, in respect thereof, within the said town and parish, by compulsion or agreement, for all or any of the purposes of the said intended Act, and under the restrictions to be therein contained; and to make compensation for damage or injury occasioned by the exercise of the powers to be conferred by the said Bill, and which lands and buildings so proposed to be purchased and taken otherwise than by agreement being all situate in the said town and parish of Wellington, in the county of Salop, are as follows; that is to say,— A piece of land with the houses, messuages, buildings, and gardens therein, bounded by Walker-street on the south, by a certain street called Butchers'-lane on the north, by the public road leading from Walker-street aforesaid to the Railway Goods Stations on the west, and by Market-square and Duncow-lane on the east, or some parts or portions thereof.

To divert, close, or open any public or private roads, paths, or ways.

To authorize the taking of tolls, stallages, rates, and duties, for the use of the said markets or market-places, market-houses, slaughter-houses, and fair grounds and conveniences: and to confer exemptions from all or any of such tolls, stallages, rates, or duties; and to levy, confer, vary, or extinguish other tolls, stallages, rates, and duties, rights, privileges, and exemptions.

To empower the Company to be incorporated by the said intended Act to carry the said several objects and purposes into effect, according to the provisions thereof; and to confer on such Company all or some of the powers and provisions of "The Commissioners Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Markets and Fairs Clauses Act, 1847," and "The Towns Improvement Clauses Act, 1847," or any one or more of those Acts.

To enable the said Company to raise the moneys necessary for the purposes of the said intended Act by means of shares, and by borrowing and taking up the same at interest on the mortgage or security of the said rates, tolls, stallages, and duties, the lands and buildings so proposed to be purchased, or any of them, or on the rents or profits issuing or arising out of or from any estate or lands in possession of the said Company; and also to confer upon the said Company all other powers necessary for the construction, establishment, and government of the said markets and market-houses, slaughter-houses, and fairs and fair grounds; and for the removal and abolition of the existing markets and fairs within the said town and parish, or which are usually inserted in Acts of the like nature.

To extinguish all rights and privileges connected with the lands and buildings proposed to be purchased and taken by compulsion as afore-

said, or which may interfere with the objects of the said intended Act.

To prohibit and restrict the holding or use of any markets, market-places, market-houses, fairs, and slaughter-houses within the said town and parish, other than those of the Company; and to prohibit and restrict the sale or hawking, or exposure for sale, of live and dead stock and other marketable commodities, and the slaughtering of animals elsewhere than in places to be provided by the said Bill.

To alter and amend, or to repeal so far as needful, the powers and provisions of "The Wellington (Salop) Improvement Act, 1854;" and to enable the Commissioners acting in pursuance thereof, to make and carry into effect all such arrangements and agreements as may be necessary for enabling them to purchase by agreement, and to hold, use, and exercise all the powers, rights, estates, lands, and privileges of the Company, to be incorporated by the said Act, in such and the like manner as is provided by the said recited Act, with reference to rights, estate, lands, property, and privileges of the Wellington Market-Hall Company.

A plan of the lands and buildings proposed to be taken for the purposes of the said intended market-place or places, and slaughter-houses, and fairs, together with a book of reference to such plan, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury, in the said county, on or before the 30th day of November instant; and on or before the same day a copy of the said plan and book of reference, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of the said parish of Wellington, at his place of abode.

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 11th day of November, 1863.

Rob. D. Newill, Wellington, Salop,
Solicitor for the Bill.

Martin and Leslie, 27, Abingdon-street,
Westminster, Parliamentary Agents.

Workington Harbour.

(Power to Trustees to borrow Money; To grant new Securities for Borrowed Money; To Purchase Lands by Agreement; To provide Steamtugs, Engines, and other Apparatus; And to Levy Rates and Charges; And Amendment of Acts.)

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

To enable the trustees for carrying into execution the several purposes of an Act passed in the third year of the reign of Her present Majesty, intituled "An Act for regulating and preserving the harbour of Workington, in the county of Cumberland, and for other purposes relating thereto," (hereinafter called "The Workington Harbour Act, 1840,") to borrow money upon the security of the rates, duties, and charges (except anchorage dues) leviable by the said trustees under the powers of the last-mentioned Act, and of the Act intended to be applied for as aforesaid, and of the sums payable to them under the provisions of the Workington Dock Act, 1861, and the Workington Wet Dock Act, 1863, or of any of such rates, duties, charges, and sums, by mortgages, or assignments, in security thereof, payable at fixed terms, or bonds, or other

securities of a terminable nature, and to agree with the holders of, or parties entitled to, the securities granted by the said trustees, under the powers of the Workington Harbour Act, 1840, for the surrender and release of such securities, and to grant to such holders or parties, if so agreed with them, in lieu of the securities so surrendered and released, mortgages or assignments in security, payable at fixed terms, or bonds or other securities of a terminable nature as aforesaid.

To enable the said trustees to purchase by agreement any lands, adjacent to the Harbour of Workington, as defined by the Workington Harbour Act, 1840; and to provide that any lands so purchased shall become part of the harbour of Workington, and that the powers and provisions of the last-mentioned Act, and of the Act intended to be applied for as aforesaid, shall extend to such lands when so purchased.

To enable the said trustees to make, purchase, hire, provide, and use, any steamtugs, ballast lighters, hoppers, steam-engines, piling engines, diving-bells, and other vessels, machinery, implements, and apparatus which they may think necessary for the purposes of the said harbour, and of the ships and other vessels frequenting the same, and for the loading and unloading of such ships and vessels, and to levy for the use thereof, such rates, duties, and charges, as the said trustees may think fit; as also to levy other rates, duties, and charges; to alter existing rates, duties and charges; to confer, vary, and extinguish exemptions from rates, duties, and charges, and to confer, vary, and extinguish other rights and privileges.

And for the above and other purposes, it is intended by the Act to be applied for as aforesaid to amend the Workington Harbour Act, 1840; and also, so far as may be necessary to give effect to the purposes of such intended Act, to amend the Workington Dock Act, 1861, and the Workington Wet Dock Act, 1863.

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

Dated this 4th day of November, 1863.

George Armstrong, Workington.

Grahames and Wardlaw, 30, Great George-street, Westminster.

Cheltenham Waterworks Company.

(New Works and further Powers; Supply of Water from the Severn; Extending Limits of Supply; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to confer further powers on the Cheltenham Waterworks Company (hereinafter called "The Company"), and to enable them to obtain a further supply of water for the purposes of their undertaking; and to make and maintain the works, and effect the objects following, or some of them, to wit:—

A conduit or line of pipes commencing in or from the River Severn, in a part of the same known as the Severn Navigation, at a point in the parish of Tewkesbury, and county of Gloucester, in or near a certain field called or known as the Quay Meadow, otherwise Key Meadow, belonging to Charles Porter, Esquire, and in the occupation of Mr. Henry Browett, and passing from, in, through, or into the parishes, townships, and extra parochial or other places of Tewkesbury, The Mythe, Southwick, Southwick Park, Tredington, Bishop's Cleeve (parish and township), Gotherington, Woodmancote, Southam,

Stoke Orchard, Brockhampton, Elmstone Hardwick, Hardwick, Uckington, Swindon, Cheltenham (parish and township), Arle, Alstone, otherwise Arlestone, Naunton, Westall, and Sandford, or some of them, all in the county of Gloucester, and terminating by a junction with the existing mains, or other existing pipes of the said Company, in the said township of Cheltenham, in the parish of Cheltenham, at or near the point where Clarence Street joins High Street;

Together with all necessary and convenient cisterns, tanks, filter beds, sluices, pipes, culverts, engines, buildings, machinery, embankments, approaches, and other works connected therewith, or incidental thereto, in the parishes, townships, and places aforesaid, or some of them.

To take, divert, appropriate, and apply so much of the waters of the said Severn Navigation and River Severn as may be necessary or expedient for the purposes of the undertaking of the Company as now existing, and as proposed to be extended under the powers of the Bill.

To lay down and maintain pipes, culverts, and other works, in, under, over, or across, and to cross, break up, alter, divert, or stop up, either temporarily or permanently, roads, highways, footpaths, streets, public places, bridges, canals, towing-paths, railways, tramways, sewers, drains, streams, brooks, and water-courses, in the parishes, townships, and places before mentioned, or some of them.

To extend the limits and powers, or some of such powers, of the existing Acts of the Company to, and to enable the Company to supply with water, the said several parishes, townships, and extra parochial and other places before named, or any or either of them, or such of them, or such parts thereof, as the Company may not at present be authorised to supply, and the inhabitants thereof respectively.

To purchase, by compulsion or agreement, and to take on lease, and also to take grants of easements over lands, houses, waters, and other hereditaments required for the purposes of the Company's supply or of the Bill, and to vary or extinguish any rights or privileges which would interfere with those purposes.

To levy and recover rates, rents, and charges for the supply of water to and in the extended limits, and to confer exemptions from the payment thereof.

To apply for the purposes of the Bill the corporate funds of the Company, and to empower them for those purposes, and other the purposes of their undertaking, to raise more money by the creation of new shares and stock in their undertaking, with or without preference or priority of interest or dividend and other special privileges, and by annuities and rent charges, and by borrowing money on mortgage or bond or otherwise, or by any or either of such means, and to create debenture stock, and to confer other rights and privileges.

And it is also intended by the Bill to amend the local and personal Acts relating to the Company, viz.: 5 George IV., chapter 132; 2 Victoria, chapter 25; 10 Victoria, chapter 8; and 21 Victoria, chapter 4; and to make further provision with reference to the regulation, protection, and management of the works and affairs of the Company and their supplies of water; and for preventing the waste or misuse of the water.

And it is also intended to incorporate with the Bill "The Waterworks Acts, 1847 and 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Con-

solidation Act, 1845," and "The Companies Clauses Act, 1863," or some of them, or some parts thereof, and also such parts of "The Railways Clauses Consolidation Act, 1845," relating to roads and the temporary occupation of lands, and to other matters as may be deemed expedient.

Plans and sections of the proposed works, and a book of reference to such plans; and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1863, be deposited for public inspection with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; 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 or extra parochial place in or through which the works are intended to be made, and a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish; with the parish clerk thereof at his residence; and in the case of each such extra parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 12th day of November, 1863.

Gwinnett and Ticehurst, Solicitors for the Bill.

Aberystwith and Welsh Coast Railway Company (No. 1).

(Power to make Branch Railway to Festiniog; to maintain Railway across certain roads on a level; power to purchase additional lands; power to erect and maintain hotels; power to apply and raise capital; power to the Oswestry and Newtown and the Llanidloes and Newtown Railway Companies to subscribe and raise capital; repeal of part of section 30 of the Company's Act of 1861; Amendment of Acts.)

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

To enable the Aberystwith and Welsh Coast Railway Company (herein called the Company) to make and maintain the following railway, with all proper stations and conveniences connected therewith, that is to say:—A railway commencing by a junction with the Railway No. 4, described in and authorised by the Aberystwith and Welsh Coast Railway Act, 1861, herein called the Act of 1861, in or near land numbered on the plans referred to in the Act of 1861, 133, in the parish of Llanfihangel-y-traethau, in the county of Merioneth, passing through or into the parishes, townships, or places following, or some of them (that is to say): Llanfihangel-y-traethau, Penrhyn-Deudraeth, Llandecwyn, Llanfrothen, and Festiniog, all in the county of Merioneth, and terminating in the parish of Festiniog at or near a certain field called Cae Shop, near Dolgarregdu, belonging to Lord Newborough.

To enable the Company to carry and to maintain the Aberystwith and Welsh Coast Railway upon a level across the public carriage roads hereinafter mentioned (that is to say):

The road numbered 226, in the parish of Llanbadarn Fawr, in the county of Cardigan, on the plans of 1861, referred to in the Act of 1861; the road numbered 383, in the parish of Towyn, in the county of Merioneth, on the plans of 1861, and a certain road which has been made by the Company in substitution for or as a diversion of two other

roads, and which substituted road now crosses the said railway at a point two miles two furlongs and two chains, or thereabouts, from the commencement of Railway No. 3, described in and authorised by the Act of 1861, in the parish of Llangelynin, in the county of Merioneth.

To enable the Company to purchase, by compulsion or agreement, lands and buildings for the purposes of the intended Act or of their undertaking, or any of them, including certain lands, embankments, and watercourses in the parish of Llanfihangel, Geneur Glyn, in the county of Cardigan, which lands, embankments, and watercourses are situate near to the north-eastward of the farmhouse called Ynys Las, and bounded as follows, that is to say: on the west, by the River Lerry; on the north, by the embankment of the River Dovey; on the east and south-east and south, by lands of Pryse Loveden, Esq., numbered respectively 128 and 130 on the plans referred to in the Aberystwith and Welsh Coast Railway Act, 1863, and south by land of Thomas Savin, Esq., numbered 123 on those plans.

To enable the Company to levy tolls and make charges in respect of the new railway to be authorised by the intended Act, and to grant exemptions therefrom, and if necessary or expedient to alter existing tolls and charges, and to cross, stop up, alter, or divert, either temporarily or permanently, turnpike and other roads, railways, tramways, rivers, streams, watercourses, canals, reservoirs, navigations, or bridges, for the purposes of the intended Act, or any of them, and to vary or extinguish all existing rights and privileges which would in any way impede or interfere with the objects of the intended Act, or any of them.

To enable the Company to erect, maintain, and occupy hotels and refreshment-rooms, with all suitable accommodation, at or near any station or stations of the Company. To enable the Company to appropriate permanently to the purposes of any hotel or hotels or refreshment rooms, and the accommodation connected therewith, any lands from time to time belonging to or acquired by them, and also to enable the Company, by agreement, to purchase or rent lands and buildings for the same purpose, and to enable the Company to let or lease any hotel or hotels, refreshment rooms and accommodation, erected or furnished by them.

To authorize the Company to raise further sums of money for all or any of the purposes of the intended Act, and also for the general purposes of the Company, by the creation of new shares, 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 also to apply to all or any such purposes any capital or funds now belonging to the Company, or hereafter to belong to them.

To extend and make applicable to the works to be authorized by the intended Act, all or any of the provisions of the Act of 1861, and of "The Aberystwith and Welsh Coast Railway Act, 1862," and of "The Aberystwith and Welsh Coast Railway Act, 1863," whether for making agreements with other Companies or for any other purpose, and, if necessary or expedient, to confirm any agreements entered into in pursuance of the said Acts, or either of them, and to extend such agreements so as to make the same applicable to the said new works and to the purposes of the intended Act.

To enable the Oswestry and Newtown Railway Company and the Llanidloes and Newtown Railway Company, or one of them, to subscribe and contribute towards the capital, and hold shares in the undertaking of the Company, and for such purposes to apply any funds which they or either of them are now authorized to raise, or to raise further

sums by creation of new shares in their undertakings respectively, either with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage or bond, or by some one of those means, or otherwise, as may be provided by the intended Act.

To repeal so much of the 30th section of "The Aberystwith and Welsh Coast Railway Act, 1861," as provides that the railway in that Act called No. 1 shall not be made more expeditiously than the railways in such Act called respectively No. 2 and No. 3, and otherwise

To alter, amend, vary, or repeal some or any of the provisions of the following Acts, that is to say:—"The Aberystwith and Welsh Coast Railway Act, 1861," "The Aberystwith and Welsh Coast Railway Act, 1862," and "The Aberystwith and Welsh Coast Railway Act," 1863 The Acts (Local) 18 and 19 Vic., cap. 86; 23 and 24 Vic., caps. 101, 108, and 139; 24 and 25 Vic., cap. 17; and 26 and 27 Vic., cap. 96, relating to the Oswestry and Newtown Railway Company; 16 and 17 Vic., cap. 143; 19 and 20 Vic., cap. 22; 22 and 23 Vic., cap. 30; 24 and 25 Vic., cap. 90; and 25 and 26 Vic., cap. 162, relating to the Llanidloes and Newtown Railway Company.

On or before the 30th day of November, 1863, plans and sections showing the intended new line of railway and the roads hereinbefore mentioned across which the said railway is to be maintained on a level; plans showing the lands to be purchased or taken as aforesaid; books of reference to such plans; a published map showing the general course or direction of the said intended new line 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 county of Cardigan, at his office in Aberystwith; and with the Clerk of the Peace for the county of Merioneth, at his office at Dolgelly; and on or before the same day a copy of the said notice, and of so much of the said plans and sections as relates to each parish in which the said railway, roads, or lands are situate, will be deposited with the Parish Clerk of each such parish, at his residence.

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 on or before the 23rd day of December next.

Dated this 10th day of November, 1863.

Bircham, Dalrymple, Drake, and Ward,
Parliament-street, Westminster.

Brecon and Merthyr Tydfil Junction Railway Company. (No. 3.)

(New Lines between the Brecon and Merthyr Tydfil Junction Railway and the Rhymney and Rumney Railways, and between the Rumney Railway and Caerphilly and Llantwitvadre.—Junctions with Taff Vale and the Llantrissant and Taff Vale and the Rhymney Railways.—New Line to join the Monmouthshire Railway.—New Line from the Rumney Railway to join the Great Western Railway.—Running Powers, Facilities, and other Provisions affecting the Rhymney, the Great Western, the Llantrissant and Taff Vale Junction, the Cowbridge, the Taff Vale, and the Sirhowy Railway Companies, and the Monmouthshire Railway and Canal Company.—Further Money Powers.—Amendment of Acts.)

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

To empower the Brecon and Merthyr Tydfil Junction Railway Company (hereinafter called "The Company") to make and maintain the railways hereinafter mentioned, or some or one of them, with stations, approaches, sidings and other conveniences connected therewith (that is to say):—

First.—A railway to commence in the parish of Merthyr Tydfil, in the county of Glamorgan, by a junction with the railway thirdly authorized by the "Brecon and Merthyr Railway Act, 1862," at a point distant one mile and 43 chains or thereabouts from the authorised commencement of that railway, and to terminate in the parish of Gelligaer, in the county of Glamorgan, at or near the point where the stream or brook called the Carno falls into the river Rumney, which intended railway above described will be wholly in the parishes of Merthyr Tydfil and Gelligaer aforesaid:

Secondly.—A railway wholly in the said parish of Gelligaer, to commence by a junction with the intended Railway first above described, at the point of its intended termination as above described, and to terminate by a junction with the Rhymney Railway at or near its northern or Rumney Terminus.

Thirdly.—A railway to commence in the said parish of Gelligaer, by a junction with the intended railway first above described, at the point of its intended termination as above described, and to terminate in the parish of Llangynider, in the county of Brecon, in a field numbered 13, in the said parish of Llangynider, upon the Parliamentary plans deposited in November 1861, with the Clerk of the Peace for the county of Brecon, in respect of the "Brecon and Merthyr Railway Act, 1862," with reference to the railway sixthly authorized by that Act, but on those plans called Line No. 7; which intended railway thirdly above described will be wholly within the said parishes of Gelligaer and Llangynider:

Fourthly.—A railway to commence in the said parish of Gelligaer, by a junction with the intended railway first above described, at the point of its intended termination as above described, and to terminate in the parish of Bedwelty, in the county of Monmouth, by a junction with the Rumney Railway at a point two furlongs or thereabouts south of its terminus near Mardygate, which intended railway fourthly above described will be wholly within the said parishes of Gelligaer and Bedwelty.

Fifthly.—A railway (the Pontlottyn Junction) to commence in the said parish of Gelligaer, by a junction with the Rhymney Railway at a point distant $7\frac{1}{2}$ furlongs or thereabouts from the northern or Rumney terminus of that railway, and to terminate in the said parish of Bedwelty by a junction with the Rumney Railway at a point distant two furlongs or thereabouts from the terminus of that railway near Mardygate, which intended railway (the Pontlottyn Junction) will be wholly within the said parishes of Gelligaer and Bedwelty:

Sixthly.—(The Ystrad Junction). A railway to commence in the parish of Bedwas, in the county of Monmouth, by a junction with the Rumney Railway at a point distant one furlong or thereabouts from and to the southward of the post on that railway indicating the distance of 12 miles from the commencement of that railway at Bassalleg, in the county of Monmouth, and terminating in the parish of Llanfabon, in the county of Glamorgan, by a junction with the Great Western Railway (Taff Vale Extension) at or near the post on that railway indicating a distance of 12 miles and the half of a mile from Pontypool, in the county of Monmouth, which

intended railway (the Ystrad Junction) will be wholly within the said parishes of Bedwas and Llanfabon, and Gelligaer.

Seventhly.—(The Caerphilly Junction). A railway to commence in the parish of Bedwas, in the county of Monmouth, by a junction with the Rumney Railway at or near the post on that railway indicating the distance of nine miles and three quarters of a mile from the commencement at Bassalleg, in the last mentioned county, of that railway, and to terminate in the hamlet of Vann, in the parish of Bedwas, in the county of Glamorgan, by a junction with the Caerphilly branch of the Rumney Railway now in course of construction, at a point thereon distant two furlongs or thereabouts from and to the north-east of the termination of the Caerphilly branch of the Rhymney Railway, which said intended railway (the Caerphilly Junction) will be made from, through, or into the parishes, townships, and places of Bedwas, in the county of Monmouth; and Eglwysilan, Vann, and Bedwas, in the county of Glamorgan, or some of them:

Eighthly.—(The Capel Martin Junction). A railway to commence in the hamlet of Vann, parish of Bedwas, in the county of Glamorgan, by a junction with the Caerphilly branch of the Rumney Railway at or near the point of intended junction as above described of the intended railway (the Caerphilly Junction) with the Caerphilly branch, and to terminate in the parish of Eglwysilan in the same county, by a junction with the main line of the Rhymney Railway at or near the post thereon indicating the distance of 16 miles from the commencement of that railway at Runney, which intended railway (the Capel Martin Junction) will be made from, through, or into the parishes, townships, and places of Vann, Bedwas and Eglwysilan, all in the county of Glamorgan, or some of them:

Ninthly.—(The Llantrissant Junction). A railway commencing in the parish of Eglwysilan, in the county of Glamorgan, by a junction with the intended railway (the Capel Martin Junction) at or near the point of its intended termination as above described, and terminating in the parish of Llantwit-fardre, in the same county, by a junction with the Llantrissant and Taff Vale Railway at a point thereon distant two furlongs or thereabouts from and to the southward of the point where the last mentioned railway joins the Taff Vale Railway, which intended railway ninthly described will be wholly within the said parishes of Eglwysilan and Llantwit-fardre:

Tenthly.—(The Taff Vale Junction). A railway commencing in the parish of Eglwysilan, in the county of Glamorgan, by a junction with the intended railway ninthly above described (the Llantrissant Junction) in a certain field numbered 927 on the Tithe Commutation map of the said parish of Eglwysilan, and terminating in the parish of Llantwit-fardre, in the same county, by a junction with the Taff Vale Railway at or near the point of junction therewith of the Llantrissant and Taff Vale Junction Railway, which intended railway (the Taff Vale Junction) will be wholly within the said parishes of Eglwysilan and Llantwit-fardre:

Eleventhly.—(The Rhiwderyn Junction.) A railway in the parish of Bassalleg, in the county of Monmouth, to commence by a junction with the Rumney Railway at a point thereon distant one furlong or thereabouts from and to the eastward of the post on that railway indicating the distance of one mile and three quarters of a mile from its commencement at Bassalleg, and to terminate by a junction with the Western Valleys line of the Monmouthshire Railway and Canal Company at or near the post on that line indi-

cating the distance of three miles and three quarters of a mile from its commencement at or near Newport, in the county of Monmouth:

And it is intended by the said Bill to confer upon the Company all necessary powers for effecting the purposes following (that is to say):—

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 as shown on the sections hereinafter mentioned:

To cross, stop up, alter, or divert, for the purposes of the Bill, and either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses within or adjoining to the aforesaid parishes, townships, and extra-parochial and other places, or any of them:

To purchase, by compulsion and by agreement, lands, houses, and hereditaments for the purposes of the intended works and of the Bill, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments:

To levy tolls, rates, and duties upon or in respect of the said intended railways and works, to alter and reduce the tolls, rates, and duties which the Company, the Taff Vale Railway Company, the Llantrissant and Taff Vale Junction Railway Company, the Rhymney Railway Company, the Cowbridge Railway Company, the Great Western Railway Company, the Monmouthshire Railway and Canal Company, and the Sirhowy Railway Company respectively, are authorized to take on their respective lines, or on the lines of other Companies and persons, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively:

And it is also intended by the said Bill to empower the Company, and all Companies or persons, lawfully working or using the railways, or any part of the railways of the Company, to run over, work, and use, either by agreement or otherwise, with their engines and carriages, and for the purposes of their traffic of every description, the Caerphilly branch of the Rhymney Railway, and so much of the main line as lies between the junction therewith of the said Caerphilly branch and the point where the intended railway (the Capel Martin Junction) above described will join the main line of the Rhymney Railway, and the stations, roads, platforms, water, water-engines, sidings, machinery, works and conveniences of or belonging to the said branch railway and portion of railway: and also so much of the lines of railway, stations, roads, platforms, water, water-engines, sidings, machinery, works and conveniences of the Great Western Railway Company as lies to the westward or north-westward of the railway sixthly authorized by the "West Midland Railway (Additional Works) Act, 1862;" and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before mentioned portions of railway and tramroad, and to alter the tolls, rates, and duties now authorized to be taken thereon respectively.

And it is also intended by the said Bill to empower the Rhymney Railway Company, the Great Western Railway Company, the Llantrissant and Taff Vale Junction Railway Company, the Cowbridge Railway Company, the Taff Vale Railway Company, the Monmouthshire Railway and Canal Company, and the Sirhowy Railway Company, or any or either of them, and the Company, and any companies and persons working and using the railways, or any part of the railways of 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 parties of the railways and works of the other or others of them, or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon, the collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, the employment of officers and servants, and the rents, payments, allowances, and considerations, annual, periodical, or in gross, to be paid or made by any or either of the contracting parties to the other or others of them, and any incidental matters.

And it is also intended by the said Bill to make effectual provision for facilitating and securing the interchange, transmission, and delivery of traffic between, from, to, at, and over the railways and stations of the Company, and the railways of the several Companies above mentioned respectively, and for the employment of officers, servants, and agents at and upon each others' railways and stations, and for through booking and mileage rates, and for ascertaining, by compulsory arbitration or otherwise, the terms and conditions on which such facilities shall be afforded, and the appropriation and division of the receipts from such traffic.

To apply to the purposes of the proposed railways and works and of the Bill any part of the funds which the Company are now authorised to raise, and which may not be required for the purposes of their now authorised undertakings, and to raise further money for the purposes aforesaid and other the purposes of their undertakings, by borrowing and by the creation of new shares and stock in their several undertakings, with or without a preference or priority of interest or dividend and other special privileges, and to confer, vary, or extinguish other rights and privileges.

And it is intended, so far as may be necessary or desirable for any of the purposes of the said Bill, to amend or repeal the provisions of the several Acts of Parliament following, or some of them (that is to say), the "Brecon and Merthyr Junction Railway Act, 1859," the "Brecon and Merthyr Railway (Extensions) Act, 1860," the "Brecon and Merthyr Railway (Capital) Act, 1861," the "Brecon and Merthyr Railway (Extensions) Act, 1861," the "Brecon and Merthyr Railway Act, 1862," the "Brecon and Merthyr Railway Act, 1863," the "Rumney Railway Act, 1861," the "Rumney and Brecon and Merthyr Railways Act, 1863," the "Llantrissant and Taff Vale Junction Railway Act, 1861," the "Cowbridge Railway Act, 1862," the "Rhymney Railway Act, 1857," the "Rhymney Railway (Capital and Branch) Act, 1861," the "Sirhowy Railway Act, 1860," the local and personal Act 5 and 6 William 4, cap. 107, relating to the Great Western Railway Company, the "Great Western (West Midland Amalgamation) Act, 1863," and the "Great Western Railway (South Wales Amalgamation) Act, 1863," and the following local and personal Acts relating to the West Midland Railway Company, viz, 23 and 24 Vict. cap. 81; 24 and 25 Vict. cap. 212; 25 and 26 Vict. cap. 168; 8 and 9 Vict. cap. 184; 9 and 10 Vict. cap. 278; 11 and 12 Vict. caps. 59 and 133; 13 and 14 Vict. cap. 110; 15 and 16 Vict. cap. 145; 16 and 17 Vict. cap. 212; 17 and 18 Vict. caps. 207 and 209; 18 and 19 Vict. cap. 181; 19 and 20 Vict. caps. 126 and 137; 21 and 22 Vict. cap. 123; 22 and 23 Vict. cap. 76; 23 and 24 Vict. cap. 76; 9 and 10 Vict. cap. 303; 10 and 11 Vict. caps. 86 and 177; 16 and 17

Vict., caps. 178 and 179; 20 and 21 Vict. cap. 119; 21 and 22 Vict. cap. 126; 16 and 17 Vict. cap. 184; 21 and 22 Vict. cap. 142; 22 and 23 Vict. caps. 17 and 59; 23 Vict. cap. 76; 16 and 17 Vict. cap. 227; 18 and 19 Vict. cap. 183; 19 and 20 Vict. cap. 111; 8 and 9 Vict. cap. 183; 9 and 10 Vict. caps. 300, 307, 315, 326, and 328; 15 and 16 Vict. cap. 133; 16 and 17 Vict. caps. 175 and 205; 17 and 18 Vict. cap. 222; 18 and 19 Vict. cap. 175; 20 and 21 Vict. cap. 116; 22 and 23 Vict. caps. 46 and 84; 23 and 24 Vict. caps. 72, 82, 94, 127, and 128; 1 and 2 Geo. 4, cap. 63; 6 Geo. 4, cap. 168; 3 Wm. 4, cap. 70; 7 Geo. 4, cap. 53; 33 Geo. 3, cap. 112; 35 Geo. 3, cap. 72; 39 Geo. 3, cap. 60; 49 Geo. 3, cap. 42; 55 Geo. 3, cap. 30; 57 Geo. 3, cap. 15; 1 and 2 Geo. 4, cap. 61; 24 and 25 Vict. caps. 22, 76, 144, 189, 197, 204, 213, 221, and 227; and 25 and 26 Vict. caps. 14, 56, 109, 183, 198, 206, 208, 209, 212, and 226; the (local and personal) Acts relating to the Taff Vale Railway Company, viz., 6 and 7 Wm. 4, cap. 82; 7 William 4 and 1 Vict. cap. 70; 3 and 4 Vict. cap. 110; 7 and 8 Vict. cap. 84; 8 and 9 Vict. cap. 159; 9 and 10 Vict. cap. 393; 11 and 12 Vict. cap. 23; 12 and 13 Vict. cap. 61; and 20 and 21 Vict., cap. 123; and the Acts relating to the Monmouthshire Railway and Canal Company, viz., 32 Geo. 3, cap. 102; 37 Geo. 3, cap. 100, and (local and personal) Acts 42 Geo. 3, cap. 115; 8 and 9 Vict. cap. 169; 11 and 12 Vict. cap. 120; 15 and 16 Vict. cap. 126; 16 and 17 Vict. cap. 195; 18 and 19 Vict. cap. 10; 24 and 25 Vict. cap. 218.

And notice is hereby further given, that on or before the 30th day of November, 1863, plans and sections of the intended railways and works, together with a book of reference to such plans, a published map, with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in that county, and with the Clerk of the Peace for the county of Monmouth, at his office at Newport, in that county; and with the Clerk of the Peace for the county of Brecon, at his office at Brecon, in that county; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place from, in, through, or into which the said railways and works will be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence, and that on or before the 23rd day of December next printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1863.

J. R. Cobb, Solicitor, Brecon.

Secretan Woodhouse, and *Colborne*,
Solicitors, Newport, Monmouthshire.

In Parliament, Session 1864.

Matlock Bath Waterworks.

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

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

1. To incorporate a Company, and enable such Company to supply water to the inhabitants and other persons within the district of Matlock Bath, as defined by the order of the Secretary of State, under the authority of the Local Government Act, 1858, such district being part of the parish of Matlock, in the county of Derby, and within such part of the said parish of Matlock, as adjoins to Matlock Bath, and called Scarthin Nick.

2. To acquire a right to take, divert, intercept, impound and use the water from certain springs in certain fields called the Hill Side, the Croft Garden, and Orchard Croft, in the respective occupations of Richard Wilmot, Ann Wilmot, and George Allwood; and such further springs and waters as shall be found on any other lands or grounds adjoining or near to such first-mentioned springs, and within the limits of deviation to be marked on the plans, hereinafter mentioned, being within the township and parish of Darley, in the said county of Derby, the waters from which springs now flow directly or derivatively into the rivers Derwent, Trent and Humber, and into the Cromford Canal.

3. To lay down and maintain aqueducts or main pipes, commencing at or near to the said springs, and terminating in a reservoir to be constructed or formed on or near to a close of land or field, called the Derbyshire Ground, in the occupation of Anthony King, in the said township and parish of Darley.

4. To make and maintain a reservoir on or near to such close of land or field lastly hereinbefore described.

5. To lay down and maintain an aqueduct or main pipe, commencing in the said last-mentioned reservoir, and terminating in the Nottingham and Newhaven turnpike-road, or near to the toll-gate upon such road, called the Holt Lane Gate.

The works before described will be situate in the township and parish of Darley, in the parish of Matlock, and in Matlock Bath, all in the county of Derby.

6. To purchase by compulsion or agreement, and otherwise take on lease, and take grants or easements over lands, houses, rights of water and other property, for the purposes of the undertaking, and to levy rates and charges in respect of water supplied by the Company.

7. To cross under or by the side of, and to stop up, either temporarily or permanently, roads, railways, streams, and watercourses, for the purposes of laying down, and to authorize the laying down such culverts, cuts, drains, branch pipes, service pipes, distributing pipes, sluices, fire plugs, wash-out cocks, and other works, apparatus and appendages, as may be necessary or proper for obtaining, storing, conveying and delivering the water of the said Company, and for more conveniently using, draining, and cleansing the several works, hereinbefore-mentioned.

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

9. To incorporate with the Bill all or some of the provisions of "The Companies' Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845;" and "The Waterworks Clauses Act, 1847."

Duplicate plans and sections, describing the situation, lines and levels of such reservoir, and the aqueducts or main pipes, and the lands, in, through or upon which the same respectively will be situate or made, a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands, houses and property

which may be taken, and a copy of this notice, as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Derby, at Derby, in the said county; and on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes of Darley and Matlock, and a copy of this notice will be deposited with the parish clerk of each such parish at his place of abode. 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 third day of November, 1863.

Thomas Henry Newbold, Solicitor for the Bill.

Swansea Harbour Trust.

Application for Provisional Order for Powers to erect New Piers; and construct new Entrance Channel and other Works; to lease Lands for formation of Dry Docks; to Borrow further Sums; and to levy Tolls.

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December next, by the Swansea Harbour Trustees, to make a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for the following, or some of the following, among other powers, viz.:

To empower the Swansea Harbour Trustees (hereinafter called the Trustees), to take down and re-build the western pier of Swansea Harbour, or some portion thereof, and to remove a portion of that pier, and to make, construct, and maintain a pier, commencing by a junction with the existing western pier of Swansea Harbour, at the seaward end thereof, and extending into Swansea Bay for a distance of 1,000 feet or thereabouts, the line and extent of which said pier will be delineated on the plans to be deposited as hereinafter mentioned, with all necessary landing places, works, and conveniences connected therewith, which said pier and other works will be situate in the parish of Swansea, and the bed or soil of Swansea Bay, in the county of Glamorgan.

To empower the trustees to take down and re-build the eastern pier of Swansea Harbour, or some portion thereof, and to remove a portion of the same pier, and to construct a new head to that pier, which said pier and other works will be delineated on the plans to be deposited as hereinafter mentioned, with all necessary landing places, works, and conveniences connected therewith, which said last-mentioned works will be situate in the hamlet of Saint Thomas, in the said parish of Swansea, and the bed or soil of Swansea Bay, in the county of Glamorgan.

To empower the trustees to construct a new cut or entrance channel, commencing at or near the opening between the existing piers of Swansea Harbour, and terminating at or near low water mark in Swansea Bay, at a distance of 3,900 feet or thereabouts, the line and extent and width of which said cut or entrance channel will be delineated on the plans to be deposited as hereinafter mentioned, with all necessary jetties, training walls, works, and conveniences connected therewith, which said cut or channel, or other works will be situate in the parish of Swansea, and the bed or soil of Swansea Bay, in the county of Glamorgan.

To empower the trustees to remove the present lighthouse on the western pier of Swansea Harbour, and to erect and maintain a lighthouse at or near the southern end of the said extended western pier.

To empower the trustees to remove a certain existing jetty in Swansea Harbour, at the landward end of the said western pier.

To empower the trustees to erect, maintain, and exhibit leading lights for the guidance of vessel in such positions as may be deemed expedient.

To empower the trustees to stop up the present entrance channel of Swansea Harbour, and to divert the waters of the River Sawe into the channel to be authorised by the intended Act.

To authorise the trustees to levy tolls, rates, and dues in respect of all ships, vessels, boats, and barges using or frequenting the said harbour or works, and on all goods, wares, and merchandize imported into or exported from the said harbour or works, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and dues, and other rights and privileges, and to alter the existing tolls now leviable by the trustees.

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

To alter and amend some or any of the provisions of the several Acts hereinafter mentioned (that is to say): "The Swansea Harbour Act, 1854," "The Swansea Harbour Act, 1857," "The Swansea Harbour Act, 1859," "The Swansea Harbour Act, 1860," "The Swansea Harbour Act, 1861," and "The Swansea Harbour Act, 1862,"

And it is proposed by the said Provisional Order to enable the trustees, with the consent of the Board of Trade, to let on lease for any term of years, for the construction and formation of dry docks, patent slips, ship-building yards, and other conveniences for building and repairing vessels, any lands vested in or belonging to the trustees, upon such terms and conditions as shall be agreed upon between the trustees and the persons taking the same, and so far as may be necessary for that purpose, to alter the "Harbours, Docks, and Piers Clauses Act, 1847."

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed piers, channel, and other works, 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 of Glamorgan, at his office at Cardiff, at the Board of Trade, Whitehall, London, and at the Custom House at Swansea, in the county of Glamorgan.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished at the price of one shilling each, to all persons applying for the same, by the Clerk to the trustees, at his offices as under.

Dated this 11th day of November, 1863.

Lewis Thomas, Solicitor, Harbour Offices, Swansea.

Hamilton and Strathaven and Caledonian Railway Companies.
(Amalgamation, Purchase, or Lease; and Amendment or Repeal 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 vest in the Caledonian Railway Company, or to authorise or provide for the vesting in that Company, by amalgamation, purchase, or lease, upon such terms and conditions as have been or may be agreed

No. 22791.

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upon, or as may be fixed by or under the provisions of the said Bill, of the undertaking of the Hamilton and Strathaven Railway Company, and of all the lands, works, property, and effects, powers, rights, and privileges of the Hamilton and Strathaven Railway Company, of whatsoever kind, and whether with reference to the raising and borrowing of money, the purchase compulsorily or otherwise of lands and houses, the construction of works, the fixing and levying of tolls, rates, and charges, the management, maintenance, working, and use of the said undertaking, or otherwise, which shall be vested in or held or enjoyed by the Hamilton and Strathaven Railway Company at the time of the said amalgamation, purchase, or lease.

And it is intended by the said Bill to provide, if thought expedient, for the dissolution of the Hamilton and Strathaven Railway Company, and for the incorporation of the shareholders therein (or some of them), with the Caledonian Railway Company and the shareholders in that Company; and also to provide for varying, regulating, and fixing the capital of the said two Companies, or of the Caledonian Railway Company, and the rights, privileges, preferences, and priorities, in and against the Caledonian Railway Company, and the respective undertakings of the said two Companies, or the united undertaking, and the respective portions thereof, of the several classes of shareholders in the said two Companies, and of the holders of debenture stock in, and of annuities, mortgages, bonds, and funded and other debts due by the said two Companies respectively, or either of them; and for the fulfilment and discharge by the Caledonian Railway Company of all or some of the obligations entered into, and debts and liabilities incurred by the Hamilton and Strathaven Railway Company.

And it is intended by the said Bill, to authorise the Caledonian Railway Company to redeem the preference and ordinary shares which have been issued by the Hamilton and Strathaven Railway Company, by payment of such price, or substitution of such shares (ordinary, preference, or guaranteed) in the Caledonian Railway Company, as have been or may be agreed upon, or as may be provided by the said Bill; and to authorise the Caledonian Railway Company to guarantee a fixed or fluctuating dividend upon each of the said classes of shares in the Hamilton and Strathaven Railway Company, and to create and issue new stock or shares in their undertaking, with or without preference or guarantee of dividend, and to borrow additional money on mortgage of their undertaking, or on bond or cash credit, and to create and issue debenture stock in lieu of the sums so borrowed, or authorised to be borrowed; as also to levy tolls, rates, and charges, in respect of the use of the Hamilton and Strathaven Railway, and the conveyance of traffic thereon; and to authorise the alteration of existing tolls, rates, and charges, the conferring, varying, and extinguishing of exemptions from payment of tolls, rates, and charges, and other rights and privileges; and to enact or provide for all such powers, provisions, matters, and things, as may be necessary, convenient, or proper, for effecting such amalgamation, purchase, or lease, as aforesaid; and to authorise the said Companies to enter into and execute all conveyances, leases, and agreements which may be necessary for effecting the objects aforesaid; and to confirm any such agreement or agreements which may have been, or may be entered into between them prior to the passing of the said Bill.

And it is intended by the said Bill to amend some of the powers and provisions of "The Cale-

donian Railway Act, 1845," and of 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 also to amend, or wholly or partially to repeal "The Hamilton and Strathaven Railway Act, 1857," and "The Hamilton and Strathaven Railway (Amendment) Act, 1860."

And notice is further given, that printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 17th day of November, 1863.

Hope and Mackay, W.S., Edinburgh.
Grahames and Wardlaw, Westminster.

Newcastle-upon-Tyne and Gateshead Gas. Dissolution and Reincorporation of Newcastle-upon-Tyne and Gateshead Union Gas Light Company, with Powers for Purchasing Land and Manufacturing and Supplying Gas; Powers to make a Tunnel under the Tyne, also an Approach Road, Bridges, and a Railway; Regulation and 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 dissolve the Newcastle-upon-Tyne and Gateshead Union Gas Light Company, and to annul their deeds of settlement, and to re-incorporate the shareholders into a Company by the same or another name, and to vest in the Company all lands belonging to the dissolved Company, or held by trustees for them, and which lands are situate in the township of Elswick, and in the parishes or parochial chapelries of All Saints, Saint John's and Saint Nicholas, all in the parish of Saint Nicholas, within the borough and county of Newcastle-upon-Tyne, and are bounded as follows (that is to say): the lands in the township of Elswick (being the site of the Company's existing works for the manufacture of gas), by the Newcastle and Carlisle branch of the North-Eastern Railway, on or towards the north and east; by the River Tyne, on or towards the south; by Tyne-street, on or towards the west.

Part of said lands in the parish or parochial chapelry of All Saints aforesaid, by a road or way leading from the Manors to the Manors Station of the North-Eastern Railway Company on or towards the north; by the railway of the said railway Company, and by land of the mayor, aldermen, and burgesses of Newcastle-upon-Tyne, on or towards the south; by a road or lane called Croft-lane, on or towards the east; by land belonging to the said mayor, aldermen, and burgesses, and in the occupation of the Newcastle-upon-Tyne and Gateshead Water Company and the Manors Hospital, on or towards the west.

Other part of the said lands in the parish or parochial chapelry last aforesaid, by the said road or way leading to the said railway station on or towards the north, by land belonging to the said mayor, aldermen, and burgesses on or towards the south, by the said North-Eastern Railway on or towards the east, by a road or way called Croft-lane on or towards the west.

Other part of the said lands in the parish or parochial chapelry last aforesaid, by a street in or near Sandgate, called Saint Ann's, on or towards

the north, by the north shore or Low-street of Sandgate, leading from the Swirle to the wide open on or towards the south, by the wide open aforesaid on or towards the east, by land belonging to Mr. Barcus and a public road or passage way on or towards the west.

Other part of the said lands in the parish or parochial chapelry last aforesaid, by Sandgate aforesaid, on or towards the north, by the north shore or Low-street of Sandgate aforesaid on the south, by a public road or passage way on or towards the east, by lands belonging to Mr. Thomas Newbiggen and Downies Court on or towards the west.

Other part of the said lands in the parish or parochial chapelry last aforesaid, by the Low-street aforesaid, on or towards the north, by the public quay of Newcastle-upon-Tyne on or towards the south, by the wide open aforesaid on or towards the east, by lands belonging to the representatives of George Fife Angas, Esq., deceased, on or towards the west.

Other part of the said lands in the parish of St. Nicholas, by lands belonging to the master and brethren of the Virgin Mary Hospital, in the possession of Messrs. Robert and William Hawthorn, Mr. Woodger, and Mr. Wilson, or their under-tenants, on or towards the north, south, and east; by lands belonging to the said master and brethren, and in the occupation of the said Robert and William Hawthorn, or their under-tenants, and by an occupation road, on or towards the west.

Other part of the said lands in the parish or parochial chapelry of St. John's, by lands belonging to the said master and brethren, and in the possession of John Robson, or his under-tenants, on or towards the north, south, and east; by South-street on or towards the west.

Other part of the said lands in the parish or parochial chapelry of St. John's aforesaid, on the north, by other lands belonging to the said master and brethren, and in the possession of Mr. Riddell Robson, or his under-tenants, on or towards the north and west; by Neville-street on or towards the south; by a public street or place called the Spittle on or towards the east.

And to authorise the Company to sell any of their lands or works, and also to vest in the Company all other the property, real or personal, undertaking, powers, rights, and privileges of the dissolved Company.

And it is proposed by the said intended Act to define, regulate, and increase the capital of the Company, and to authorise the Company to raise further sums of money by the creation of preference or ordinary shares or stock, and by mortgage of their undertaking, and to capitalise certain monies laid out in, and available for, the extension of works, and to convert their shares into stock.

And it is proposed by the intended Act to authorise the Company to make and maintain a tunnel under the River Tyne, commencing in the parish or parochial chapelry of All Saints, in the parish of St. Nicholas, on the public quay of the borough of Newcastle-upon-Tyne, at a point 180 yards, or thereabouts, eastward of Tyne Bridge, and terminating upon the public quay of Gateshead aforesaid, at a point 150 yards, or thereabouts, eastward of Tyne Bridge aforesaid, and which tunnel will be situate in the parishes, townships, and extra-parochial and other places following, or some of them (that is to say):—All Saints and St. Nicholas, in the parish of St. Nicholas, in the said borough and county of Newcastle-upon-Tyne, and in the said borough of Gateshead, in

the county of Durham. And it is proposed by the said intended Act to authorise the Company to make and maintain a railway, tramway, or siding, wholly in the township or parish of Gateshead, commencing by a junction with the North-Eastern Railway Company's branch railway to the Tyne Alkali Works, at or about the point where the said branch railway is crossed upon the level by a private railway leading from Tyne Main Colliery to the Colliery Depôts near Gateshead Park Ironworks, and terminating at a point on a private road 40 yards, or thereabouts, in a south-westerly direction from the Salt Meadows Ferry Landing.

Also an approach-road and two bridges over the North-Eastern Railway, commencing in the township or parish of Gateshead aforesaid, upon the public road leading from Gateshead to Dunston, opposite the farm-yard of the farm called Redheugh Farm, and passing from, in, through, and into the parishes and townships of Gateshead and Saint Nicholas aforesaid, and terminating at a point 180 yards or thereabouts northwards from the aforesaid farmyard, and on the southern bank of the River Tyne, in the parish and township of Gateshead, or the parish of Saint Nicholas aforesaid.

And it is proposed by the intended Act to authorise the Company to purchase lands by compulsion or agreement in the several parishes, townships, and places aforesaid for the purposes of the said tunnel, bridges, approach-road, railway, and works; also the reversion in fee-simple of, and in, the three several plots of land hereinbefore lastly described as lands belonging to the dissolved Company, or held by trustees for them, and situate respectively in the parish of Saint Nicholas, in the parish or parochial chapelry of Saint John's, in the said parish of Saint Nicholas.

Also the following land, that is to say, land bounded by the railway of the North-Eastern Railway Company on the north and south, by lands belonging to the said railway Company on the east, and by lands of Henry William Askew on the west; also land bounded by the River Tyne on the north, on a public road leading to Gateshead aforesaid on the south, on another public lane or road leading to Salt Meadows Ferry on the east, and on lands belonging to Thomas Hood Henderson and John Anthony Woods on the west, both of which said two last-mentioned parcels of land are situate wholly in the parish of Gateshead aforesaid.

And it is proposed by the intended Act to authorise the Company to erect gas works upon all or any of the lands hereinbefore described, and to form and make shafts, and to continue the present, and to lay down, maintain, and renew mains and pipes along the said intended tunnel, and over the High Level-bridge and Scotswood-road-bridges respectively, and under, over, or along the North-Eastern Railway, and all or any streets, highways, or lands where their mains and pipes are at present laid down, or elsewhere within their limits of supply, and to stop up, alter, or divert any highways, pipes, sewers, mains, waters, watercourses, or works, which it may be necessary or convenient to stop up, alter, or divert for the purpose of their undertaking, and to vary or extinguish all existing rights and privileges connected with any lands to be purchased as aforesaid, or which would prevent or hinder the undertaking being fully carried into effect, and to confer other rights and privileges, and to authorise the granting of way leaves or easements for the carrying of pipes over, across, or under private lands, and the levying of rates, rents, and charges, the alteration of existing rates,

rents, and charges, and the conferring, varying, and extinguishing of exemptions from payment of rates, rents, and charges, and to enable the Company to contract and agree with any Company, corporation, or other public body, for the supply of gas, and to fix and regulate the quality and terms and conditions of such supply, and rates, rents, and charges for the sale and hire of gas meters and fittings, and lamps and lamp-posts; and to confer upon the Company and all necessary parties all other powers, rights, and privileges that may be necessary, usually granted, proper, or convenient for enabling the Company to manufacture and supply gas for public or private lighting, and to distil tar and ammoniacal liquor within the municipal boroughs of Newcastle-upon-Tyne, in the county of Newcastle-upon-Tyne, and Gateshead, and Gateshead Fell, in the county of Durham, and in the townships of Coxlodge, Gosforth, Benwell, and Fenham, and in the parish of Newburn, in the county of Northumberland, and in the townships of Heworth, Dunston, Swalwell, Winlaton, Blaydon, Stella, Whickham, and in the parishes of Jarrow, Ryton, Winlaton, and Whickham, all in the county of Durham, and otherwise effectually and properly to carry on their undertaking.

And it is proposed by the intended Act to amend or enlarge the powers and provisions of the several Acts of Parliament following (that is to say)—The North-Eastern Railway Company's Act, 1854; the North-Eastern Railway Company's Act, local and personal, 17 and 18 Victoria, chapter 211; and of any other Acts relating to the North-Eastern Railway Company; the "Scotswood Road and Bridge Act, 10th George IV.; and "The Tyne Improvement Act, 1861."

And notice is hereby given, that a plan and section of the intended tunnel, approach, road, bridges, and railway, and of all lands subject to any compulsory powers of purchase under the intended Act, and a book of reference to the plan containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map describing the general course or direction of the intended railway, will be deposited with the Clerk of the Peace of the county of Newcastle-upon-Tyne, at his office at Newcastle-upon-Tyne, and with the Clerk of the Peace of the county of Northumberland, at his office in Newcastle-upon-Tyne, and with the Clerk of the Peace of the county of Durham, at his office in Durham; and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place, 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 every such deposit will be made before the 1st day of December next, and will be accompanied by a copy of this notice; 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 12th day of November, 1863.

R. P. and H. Phillipson, Newcastle-upon-Tyne, Solicitors for the Bill.

Bristol and South Wales Union Railway. (Extension of time for Purchase of Lands, and completing Railways and works to mouth of River Avon; additional Lands near Stapleton-road Station and Lawrence-hill; Amendment of Acts, &c.)

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 fol-

lowing, or some of the following, among other purposes:—

To extend the time limited for the compulsory purchase of lands and houses authorized to be taken by "The Bristol and South Wales Union Railway Act, 1862," for the construction of the railways and works by that Act authorized to be made, and to extend the time limited for the completion of works for those railways.

To enable the Bristol and South Wales Union Railway Company to purchase, and take compulsorily, for the purposes of their undertaking and additional station accommodation, sidings, and works connected therewith, additional lands, in the parish of St. George, in the county of Gloucester, at or near the Stapleton-road station of their railway, and situate on the north side of that station, and abutting upon or near the lands now belonging to and occupied by the Company; also additional lands in the said parish of St. George, in the said county of Gloucester, at or near the Lawrence-hill station of their railway, and situate on both sides of that station.

To authorize the purchase by compulsion of lands and houses required for the purposes of the Bill, and the purchase of additional lands by agreement.

To alter, amend, and enlarge the powers and provisions of "The Bristol and South Wales Union Railway Act, 1862," and of any other Acts relating to the Bristol and South Wales Union Railway Company.

On or before the 30th day of November, plans describing the lands, houses, and buildings which may be taken compulsorily, under the powers of the Bill, with a book of reference to the plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and buildings, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection, with the Clerk of the Peace for the county of Gloucester, at his office, at Gloucester: and on or before the same day, a copy of the said plans and book of reference, with a copy of the said notice, will be deposited with the parish clerk of St. George, at his residence.

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

Dated this 12th day of November, 1863.

Fussell and Prichard, Solicitors for the Bill.

Much Wenlock and Severn Junction and Wenlock Railway Companies Amalgamation.

(Amalgamation; Arrangements as to Capital, &c.; Additional Capital; Extensions of Time for compulsory Purchase of Lands and completion of Wenlock Railway; Confirmation or Cancellation of the Arrangements with the Great Western Railway Company; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for the union and amalgamation from such period and upon such terms and conditions as may have been or may hereafter be agreed upon, or as may be fixed and determined by or under the provisions of the intended Act, of the Much Wenlock and Severn Junction Railway Company and of the Wenlock Railway Company, under the name of the Wenlock Railway Company, or such other name as may be fixed in the Act; and for the union and

consolidation into one undertaking of the undertakings of such two Companies respectively, so that the undertakings, property, estate, and effects, rights, powers, and privileges, liabilities, and obligations of what nature or kind soever, and whether with reference to the separate undertakings, works, and property of the said two Companies respectively, or to the undertaking, works, or property of any other Company, body, or persons in which the two Companies respectively, or either of them, may have any interest, and whether with reference to the purchase of lands and houses, construction and maintenance of works, levying of tolls, rates and duties, or otherwise, vested in and belonging to or exercised or enjoyed by or attaching to the said two Companies jointly or severally, or jointly with any other Company, at the time of the said amalgamation, may (except where otherwise provided in, or by, or under the provisions of the said intended Act) be vested in and belong to, and be exercised, enjoyed, and fulfilled by the united and consolidated Company, and with or without the reservation to each or any class of proprietors in the Companies when amalgamated of any separate rights or privileges.

The said Act will also contain the following powers or provisions, or some of them.

To provide for the mortgage, or bond, or other debts of the two Companies respectively, and the security of their respective creditors.

To alter the tolls, rates, and charges leviable by the two Companies, or either of them, in respect of their respective undertakings, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges, and other rights and privileges.

To extend the time limited by "The Wenlock Railway Act, 1861," for the compulsory purchase of lands and houses authorized to be taken by such Act.

To extend the time limited by "The Wenlock Railway Act, 1861," for the completion of the railway and works thereby authorized to be made.

To authorize the united Company to raise further capital by shares, and to issue unallotted shares already authorized, and to attach to such shares, or any of them, such terms and conditions, or such preference or priority in payment of dividend as may be prescribed in or authorized by the Bill, and also to raise further sums of money by borrowing.

To confirm or otherwise deal with or to provide for the settlement and enforcement of a certain agreement or arrangement entered into between the Much Wenlock and Severn Junction Railway Company and Wenlock Railway Company on the one part, and the Great Western Railway Company and West Midland Railway Company on the other part, with reference to the construction of the Coalbrookdale Extension and the working of the railways of the first mentioned Companies, or to provide for the cancelling of such agreement or arrangement, and the substitution, if so agreed, of a new agreement.

To alter, amend, and enlarge the powers and provisions of the following Acts of Parliament, or some of them, namely, "Much Wenlock and Severn Junction Railway Act, 1859;" "Much Wenlock and Severn Junction Railway Act, 1862," and "Wenlock Railway Act, 1861."

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

Dated this 12th day of November, 1863.

R. C. Blakeway, Wenlock, Solicitor for the Bill.

Sunningdale and York Town Railway and Extension to Aldershot.

(Incorporation of Company; Powers to Construct Railways between Sunningdale, York Town, and Aldershot; Compulsory Purchase of Lands; Power to take Tolls, &c.; to Run Over and Use Part of Staines, Wokingham, and Woking Railway, and Sunningdale Station; Working Arrangements with London and South Western Railway Company; Power to that Company; Amendment of Acts, and other Purposes; Power to Run Over and Use Portions of that Railway and Stations thereon, and to that Company 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 that Company; 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 the railways hereinafter mentioned, with all proper stations, works, and conveniences connected therewith (that is to say):—

A railway (herein called "Railway No. 1") commencing in the parish of Windlesham, in the county of Surrey, by a junction with the Staines, Wokingham, and Woking Railway, at a point thereon six chains in a westerly direction from the centre of the turnpike road, at the point where it crosses that railway close to the Sunningdale station; through and passing thence in through or into the several parishes, chapelries, and places following, or some of them, that is to say, Windlesham, in the county of Surrey; Sunninghill, Old Windsor, and Winkfield, in the county of Berks; Windlesham, Bagshot, Ash, and Frimley, in the county of Surrey, and terminating in York Town, in the said parish of Ash, at a point on the north-east side of the road leading from York Town to Frimley, distant about two furlongs and one chain from the centre of the turnpike road leading from London to Basingstoke, at the point where that road is joined by the said road from York Town to Frimley.

2. A railway (herein called "Railway No. 2") commencing in the said parish of Ash by a junction with the said Railway No. 1, at the before-described terminus thereof in the parish of Ash, and proceeding thence and in its course crossing over the Reading, Guildford, and Reigate Railway and the main line of the London and South Western Railway, in, through, or into the several parishes of Ash, Frimley, Farnborough, Yateley, and Aldershot, or some or one of them, in the said county of Southampton, and terminating in the said parish of Aldershot, at a point distant 34 yards in a direct northerly line from the centre of the arch which carries the Farnham, Frimley, and London Road over the Basingstoke Canal, in the said parish of Aldershot.

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 railways and works from the lines laid down on the plans and sections thereof, to be deposited as hereinafter mentioned, to such an extent as will be defined upon the said plans, and authorised by the said Bill.

To authorise junctions and other interference with the rails and works of the Staines, Wokingham, and Woking and London and South Western Railways at the proposed point of junction or crossing thereof, and to regulate such junctions and crossings.

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, chapelries, and places with which it may be necessary to interfere in the construction of the said railways and works, or any of them.

To purchase, compulsorily or otherwise, all lands, houses, and hereditaments within the before-mentioned parishes, chapelries, and places required for the purposes of the said railways and works, and to vary or extinguish rights or privileges connected therewith which would interfere with the construction, maintenance, or use of the said railways and works.

To levy tolls, rates, and duties for the use of the said railways 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 from existing 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 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.

To authorise the Company, and any other Company authorised 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 Staines, Wokingham, and Woking Railway as lies between the proposed point of junction therewith and the east end of Sunningdale station on that railway, and also that station and the approaches thereto, and all booking-offices, sidings, water, and watering-places, and other works and conveniences connected therewith.

And also, if necessary, to alter and limit the tolls, rates, and charges now authorised 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 London and South Western Railway Company, and any other Company authorised to work that railway, to run over and use with engines and carriages for the conveyance of passengers thereon the railways so intended to be authorised, and all stations and station conveniences thereon; and also, if necessary, to alter and limit the tolls, rates, and charges by this Act authorised; and to enable the said Companies so authorised to run over and use the said railways 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 London and South Western Railway Company as to the terms on which the portions of the Staines, Wokingham, and Woking Railway and Station at Sunningdale, or the railways intended to be authorised and the stations thereon, shall be run over and used under the several powers herein-before mentioned, or any of them; or, in the case of refusal or failure on the part of either 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 or railways 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 London and South Western Railway Company to make, enter into, and carry out, agreements and arrangements for the use, working, and maintenance of the said intended railways and works, and for the management, interchange, and regulation of the traffic on the said intended railways 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 the junction of the said intended railways with the said existing railways; and to authorise 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 authorise 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 of Parliament following, that is to say:—"The Staines, Wokingham, and Woking Railway Act, 1853;" "The Staines, Wokingham, and Woking Railway Amendment Act, 1855;" "The Reading Railways Junction Act, 1857;" "The Staines, Wokingham, and Woking Railway Act, 1858;" the 21st and 22nd Vic., caps. 56, 58, 67, 89, and 101; 22nd Vic., cap. 3; 22nd and 23rd Vic., caps. 31, 44, 81, 95, and 134; 23rd and 24th Vic., caps. 92, 103, 158, and 185; 24th and 25th Vic., cap. 111; 25th and 26th Vic., cap. 42; and 26th and 27th Vic., caps. 90, 109, and 118; and the several Acts therein recited or referred to relating to the London and South Western Railway Company, or their undertakings, 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 railways 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, with a published map, showing the general course and direction of each of the said intended railways, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of

November instant, be deposited with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, in the said county; with the Clerk of the Peace for the county of Berks, at his office in Abingdon, in the said county; and with the Clerk of the Peace for the county of Southampton, at his office in Winchester, in the said county; and on or before the said 30th day of November, a copy of so much of the said plans sections, and books of reference as relates to each parish or extra-parochial place in or through which the said railways, or either of them, 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.

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.

Hull Docks.

(Additional Share and Loan Capital; Amendment of Acts.)

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

To authorise the Dock Company at Kingston-upon-Hull, to raise further sums of money by the creation and issue of new shares or stock, and to attach to all or any of such new shares or stock such and the like privileges and advantages as may be now attached to the new shares or stock already authorised to be raised, or to issue such new shares, or any of them, as part of the ordinary capital of the Company, and to authorise the Company to raise further sums of money by mortgage or on bond, either with or without any new creation of share capital, or to raise money by debenture stock in lieu of borrowing, and to make other provisions with reference to the augmentation of the share and loan capital of the Company.

For the foregoing purposes, to alter, amend, and enlarge some of the provisions of the Kingston-upon-Hull Dock Acts, viz.: "The Hull Docks Act, 1861;" and "The Kingston-upon-Hull Dock Acts, 1774, 1802, 1805, 1844, 1845, 1847, and 1849;" and "The Kingston-upon-Hull Dock Amendment Act, 1854;" and the Bill will incorporate with itself some of the provisions of "The Companies Clauses Consolidation Act, 1845;" and "The Companies Clauses Act, 1863;" and will vary or extinguish any rights and privileges with which the objects of the Bill will interfere.

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 thirteenth day of November, 1863.

William Henry Moss, Solicitor to the
Dock Company at Kingston-upon-Hull,
Solicitor for the Bill.

In Parliament.—Session 1864.

Torbay and Brixham Railway.

(Incorporation of Company; Construction of New Lines; Arrangements with South Devon and Dartmouth and Torbay Railway Companies; Use of Railway; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company (herein called "the Company"), and to confer upon the Company the following, or some of the following, among other powers (that is to say):—

To make and maintain a railway, with all necessary works, stations, approaches, sidings, and other conveniences connected therewith, commencing in the parish of Churston Ferrers, in the county of Devon, by a junction with the siding of the Dartmouth and Torbay Railway, at or near the eastern end of the platform of the Brixham-road station of that railway, and terminating in the said parish of Brixham, in the said county, at or near a point about half a furlong to the north-east of the road recently made at the south end of Furzham Common, and which intended railway will pass from, through, or into the parishes or places following, or some or one of them, videlicet, Churston Ferrers, Brixham otherwise Brixham Quay, or Lower Brixham, in the county of Devon aforesaid.

A tramway, which will be wholly situate in the parish of Brixham, otherwise Brixham Quay, or Lower Brixham, commencing by a junction with the last-mentioned intended railway, at or near the termination thereof, and terminating in the north-east corner of Furzham Common aforesaid.

To purchase and take, by compulsion or otherwise, for the purposes aforesaid, or any of them, lands, houses, and other property, hereditaments and premises, and to vary and extinguish all existing rights and privileges connected with the lands, houses, and other property, hereditaments and premises, so to be purchased and taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railway and tramway, and the works connected therewith, or any of them, and to confer, vary, and extinguish other rights and privileges; and also to cross, stop up, alter, or divert, whether temporarily or permanently, any highways, turnpike, or other roads, railways, tramways, streets, paths, passages, aqueducts, rivers, canals, brooks, streams, sewers, waters, watercourses, drains, and pipes, so far as it may be necessary or expedient for the purposes of making and maintaining the said railway and tramway, or any of the works, approaches, sidings, stations, or conveniences connected therewith respectively.

To levy tolls, rates, and duties, in respect of the said railway and tramway and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish, exemptions, from payments of tolls, rates, and duties.

To enable the Company on the one hand, the Dartmouth and Torbay and South Devon Railway Companies (hereinafter referred to as the two Companies), or either of them, on the other hand, from time to time to enter into arrangements and agreements with respect to the working, use, management, and maintenance by the two Companies, or either of them, of the said intended railway and tramway and works, or any part thereof, and the supply of rolling stock and machinery, and of officers and servants for the

conduct of traffic on the said intended railway and tramway, or either of them, the payments to be made, the conditions to be performed with respect to such working, use, management, and maintenance, and the collection, appropriation, apportionment, and distribution of the revenues arising therefrom, and all incidental matters connected therewith.

To make provision for facilitating the interchange and transmission of all traffic whatsoever to, from, and over the said intended railway and tramway, and the said Dartmouth and Torbay and South Devon Railways respectively, and to secure through booking to, from, through, and over the said railways respectively, and for fixing, ascertaining, limiting, and reducing, and settling the tolls, rates, and charges to be levied or charged to be levied or charged, and other terms and conditions to be imposed for or in respect of any of the purposes aforesaid as may be necessary, and to authorise the Company, and the two Companies, or either of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm such agreements as may be entered into, and in default of agreements, to confer all necessary powers for effecting the objects aforesaid, or any of them.

To enable the Company, and any Company by whom the said intended railway and tramway may, at any time hereafter, be lawfully worked or used to run over, work, and use with their engines, carriages, and waggons of every description, and with their officers, clerks, and servants, the Dartmouth and Torbay Railway, together with all stations, sidings, watering places, water, platforms, approaches, turntables, and other works and conveniences connected with the said Dartmouth and Torbay Railway as aforesaid, and with the said stations, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or as in case of difference shall be settled by arbitration.

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 20 and 21 Vic., c. 103; 24 and 25 Vic., c. 46; and 25 and 26 Vic., c. 132, and all other the Acts relating to the Dartmouth and Torbay Railway Company, and local and personal 7 and 8 Vic., c. 68; 9 and 10 Vic., c. 402; 10 and 11 Vic., c. 242; 14 and 15 Vic., c. 53; 17 and 18 Vic., c. 122; 20 Vic., c. 1; 20 and 21 Vic., c. 8; 21 and 22 Vic., c. 102; 23 and 24 Vic., c. 10 and 102; and all other the Acts relating to the South Devon Railway Company.

Duplicate plans and sections, showing the line, situation, and levels of the said intended railway, tramway, and works, and the land in or through which the same are intended to be made, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, in the said county, and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to such parish, division of parish, or extra-parochial place in or through which the said intended railway, tramway, and works will be made, together with a copy of the said Gazette notice, will be deposited for public inspection with the parish clerk of such parish or division of parish, at his residence, or in case of any extra-parochial place, with the

parish clerk of some parish immediately adjoining thereto.

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

Dated this 10th day of November, 1863.

B. W. Wolston, Brixham, Solicitor for the Bill.

Henry Moon, 6, Manchester-buildings, Westminster, Parliamentary Agent.

In Parliament—Session 1864.

Folkestone Waterworks.

(Construction of further Works; Diversion of Road and Footpath; Supply of Shorncliff Camp; Alteration of Rates, and of hours of Supply; and other powers, amendment of Acts.)

NOTICE is hereby given, that the Folkestone Waterworks Company intend to apply to Parliament in the next session thereof, for leave to bring in a Bill to confer upon them the following, or some of the following, among other powers.

1. To construct and maintain the following works, all of which will be in the parish of Folkestone, in the county of Kent.

(1) To maintain a shaft or well on land belonging to the Company, and cultivated as garden ground by their servant Edward Wyburn.

(2) To maintain another shaft or well on the land of the Company upon which their engine house has been erected.

(3) To construct and maintain another shaft or well on land belonging to the Company, and until recently occupied by Thomas Griffin.

(4) To construct and maintain a high level reservoir on certain land known as the Cherry Garden Hill, belonging to the Company, and occupied under them by Henry Parks.

(5) To construct and maintain the following conduits or pipes:—

A conduit or pipe to connect the said shaft or well firstly hereinbefore described with that which is secondly described.

A conduit or pipe to connect the said last mentioned shaft or well and that which is thirdly described.

A conduit or pipe to connect the said intended reservoir with the shaft or well secondly hereinbefore described, and also a conduit or pipe to connect the said reservoir with the existing supply main of the Company near their engine house.

(6) All needful wells, cuts, and shafts, drains, engines, works, and conveniences in connection with the proposed works.

2. To take, use, and appropriate for the purposes of the said works and of the Company's existing undertaking, all such springs and streams as may be found in, upon, or under any of the lands of the Company, or in the construction of the said works.

3. To supply with water the Camp at Shorncliff, and to enter into contracts with the Secretary of State for War, with reference to the terms and conditions upon which, and the period for which such supply shall be afforded, and to confer upon the said Secretary of State all needful powers for so contracting with the Company.

4. To alter and divert in the said parish of Folkestone the road leading from the Cherry Gardens to the public road from Castle Hill, to Folkestone; the diversion will commence at a point about sixty-six yards west of the present

entrance to the Folkestone Waterworks, and terminate at a point measuring about one hundred and fifty yards from the commencement of the diversion.

5. To divert into the said road to be diverted the footpath leading from the before mentioned public road to Cherry Garden Hill.

Duplicate plans and sections, shewing the line or situation and levels of the intended works, and the lands in or through which the same will be made, with a book of reference to the plans containing the names of the owners and occupiers of the said lands; and also a copy of this notice as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited for public inspection at the Office of the Clerk of the Peace for the county of Kent at Maidstone, and on or before the same day a copy of the said plans, sections, book of reference, and notice, will be deposited with the parish clerk of the said parish of Folkestone at his residence.

The Bill will empower the Company for the purposes of the before mentioned works, and of their authorised undertaking, to raise additional capital, by shares or by stock, and by borrowing, and to attach to such shares and stock any preference or priority of dividend, or any other advantage which the Bill may define; and for the purposes aforesaid, and in other respects, it is intended to alter and enlarge the powers and provisions of the existing Acts of the Company, namely "The Folkestone Waterworks Act, 1848," "The Folkestone Waterworks Amendment Act, 1855," and "The Folkestone Waterworks Acts Amendment Act, 1858," and to confer other rights, powers, and privileges on the Company; or the said Bill may repeal, alter, and consolidate the said Acts, and it will also especially amend the said Act of 1858, by repealing so much of it as defines the hours within which water is to be turned on, and as enacts that clauses 54, 55 and 56, of "The Waterworks Clauses Act, 1847," shall not extend to the Acts of the Company, it being intended by the said Bill to extend to the Company such of the provisions of the said Act of 1847 as apply to cases where water to be supplied by the undertakers need not be constantly laid on under pressure.

The Bill will also alter the existing rates and rents which the Company are now authorised to levy, and it will make the occupiers as well as the owners of 10l. houses liable to the payment of the water rates, and it will confer upon the Company further powers for preventing their water from being wasted, or from being improperly taken or used, and for preventing any improper or unauthorised interference with their water or their works; and the Bill will authorise the Company to supply water by measure, and the Bill will vary 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 Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Waterworks Clauses Acts, 1847 and 1863."

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

Dated this 12th day of November, 1863.

Richard Hart, Solicitor to the Company, Folkestone.

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

Somerset and Dorset Railway.
(Extension to Shepton Mallet; powers to Purchase additional Lands; to raise further Capital; powers to make Agreements for working &c., the Bristol and North Somerset Railway; extension of time for Sale of superfluous Lands; Compulsory Facility Clauses; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Somerset and Dorset Railway Company (hereinafter called "The Company,") for an Act for the following purposes; or some, or one of them, that is to say:—

To authorize the Company to make and maintain the following railway, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:—

A railway to commence in the parish of East Pennard, in the county of Somerset, by a junction with the Somerset and Dorset Railway at a point thereon, opposite the milepost indicating the distance from Burnham, along that railway, to be 23 miles, and to terminate in the parish of Shepton Mallet, in the county of Somerset, at or near a point in an arable field, called or known as Back-lane ground, or Champion's ground, belonging to George Norman, and which point is distant, in a westerly direction, measured along the turnpike road, leading from Frome to Shepton Mallet, ten chains, or thereabouts from a public-house called "The Charlton Inn," and which field adjoins, and is on the south side of the said turnpike road; which said intended railway 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:—East Pennard, Pylle, Evercreech, Bagborough, Doultling, Prestley or Priestleigh, Cannard's Grave, and Shepton Mallet, all in the county of Somerset.

To empower the Company to purchase by compulsion or agreement, lands, houses and hereditaments, for the purposes of the said intended railway and works, and also for purposes connected with their undertaking, the lands and houses following, or some of them, that is to say:—certain lands in the parish of East Pennard, in the county of Somerset, and which lands are numbered respectively 14, 15, 16, 18, 19, 20, 23, and 24 in that parish, on the plans deposited with the Clerk of the Peace for the county of Somerset, in the month of November, 1855, in respect of "The Somerset Central Railway (Glastonbury to Bruton) Act, 1856."

Certain lands in the parish of Evercreech, in the said county, and which lands are numbered respectively, 3, 4, 5, 6, 7, 8, 9, 17, 17a, 18, 19, 20, 21, 22, 23, 24, 25, 27, 28, 29, 30, and 32, in that parish, on the plans so deposited, as last aforesaid.

Certain lands in the parish of Temple Combe, in the said county, and which lands are numbered respectively 9, 10, 16, 17, 18, 19, 19a, 21, 31, and 32, in that parish, on the plans deposited with the clerks of the peace for the counties of Somerset and Dorset, in the month of November, 1856, in respect of the Dorset Central Railway Act, 1857.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, 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 make lateral deviations from the lines of the intended railway

and other works, to the extent and within the limits defined upon the plans hereinafter mentioned, or in manner prescribed by the intended Act.

To vary and extinguish all existing rights and privileges connected with any lands, houses, and hereditaments so proposed to be purchased as aforesaid, 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 railway and works, and to grant exemptions from the payment of such tolls, rates and duties.

To authorize the Company to raise a further sum of money for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, or either of them, by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any or either 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 enable the Company and the Bristol and North Somerset Railway Company to enter into and carry into effect contracts, agreements, and arrangements, with respect to the working, use, management, and maintenance by the Company of the undertaking of the Bristol and North Somerset Railway Company, as now authorized, or as may by any Act to be passed in the ensuing session be authorized, 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 on the said undertaking; the payments to be made, and the conditions to be performed with respect to such working use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting companies, and the fixing, collection, division, and apportionment of the tolls, rates, charges, receipts and revenues levied, taken or arising, in respect of such traffic, and with respect to all such other matters as may be incidental to such management, working, use, and maintenance.

To extend the time for the sale of, or otherwise amend the powers of the Company in reference to superfluous lands held by or belonging to the Company.

And it is also proposed to insert provisions in the intended Act to require and compel the Bristol and North Somerset, and the Somerset and Dorset Railway Companies respectively, or other the Companies, or persons owning, using, or working the undertakings of the two first-named Companies, as now constructed, or authorized, or as may by any Act in any future session of Parliament be authorized, to receive, book through, forward, and accommodate, by through rates and fares, and without change of conveyance, and to deliver on and from their respective railways, and also on and from any other railways, over which those companies have, or may acquire, rights of using or working, and at the several stations, warehouses, and booking offices thereof respectively, all traffic, of whatever description, coming from, or destined for their respective undertakings, or such portions thereof as may be defined by the said intended Act, or for the undertaking of any Company in connection therewith respectively, upon such terms and conditions as may be agreed upon, or failing agreement, as shall be settled by arbitration;

and if need be, for all or any of such purposes as aforesaid, to alter and restrict the tolls, rates, and charges which those Companies may respectively receive, demand, and take upon their respective undertakings, and to confer exemptions from such tolls, rates, and charges.

And it is also proposed to incorporate with the intended Act 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 also further proposed by the said intended Act to alter, vary, amend, extend, and enlarge, or repeal, the several local and personal Acts of Parliament following, or some of them, viz.:—15 Vic., cap. 63; 18 and 19 Vic., cap. 182; 19 and 20 Vic., caps. 102 and 135; 20 and 21 Vic., cap. 139; 22 and 23 Vic., cap. 56; 23 and 24 Vic., cap. 130; 24 and 25 Vic., cap. 209; and 25 and 26 Vic., cap. 225, relating to the Somerset and Dorset Railway Company, and any other Acts relating to that Company; 26 and 27 Vic., cap. 168, relating to the Bristol and North Somerset Railway Company; 19 and 20 Vic., cap. 16; 20 and 21 Vic., cap. 105; 23 Vic. cap. 73, relating to the East Somerset Railway Company, and any other Acts relating to that Company.

And notice is hereby further given that plans and sections of the said intended railway and works, and also plans of the lands so proposed to be purchased by compulsion, together with a book of reference to such plans, a published map with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Somerset, at his office at Wells, in the said county; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through which the said railway and works are intended to be made, or in which such lands are situate, 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 this 12th day of November, 1863.

H. and W. Toogood, 16, Parliament Street,
Westminster, Parliamentary Agents.
Rocke and Swayne, Glastonbury.
M. K. Welch, Poole.

Wisbech Waterworks.

(Construction of Waterworks from Marham, in Norfolk, to Wisbech, in Cambridgeshire.—Incorporation of Company.—Supply of Water to Wisbech and its Neighbourhood.—Arrangements with Corporation, &c., of Wisbech.—Amendment of Acts.)

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

To incorporate a Company and authorise such Company to make and maintain the works hereinafter mentioned; or any of them, and to supply water for domestic, trade, shipping, sanitary, and other purposes within the borough of Wisbech, in the Isle of Ely, in the county of Cambridge, and also within all or any of the parishes of Wiggshall Saint Germans, Wiggshall St. Mary the Virgin, Tilney St. Lawrence, Tilney-cum-Islington, Ter-rington St. John, Walpole St. Peter, West Walton, and Walsoken, in the county of Norfolk, and Wisbech St. Peter's, in the Isle of Ely, in the county of Cambridge; and to enable the Company within the said borough and parishes respectively, or any of them, to break up streets, turnpike and other roads, and public passages and places, and lay pipes under and along the same, and also in, or across, or by the side of any public or other bridges within such borough or parishes, and to do all needful works for affording such supply of water.

To enable the Company to obtain water from certain springs in the parish of Marham, situate at, in, or adjoining to the sites of the proposed reservoirs, tanks, or catch-wells, or any of them, in that parish hereinafter described, and also to take, use, divert, and impound any water from any of the springs, streams, works, or lands within the limits of deviation to be described on the plans hereinafter mentioned, or which may be intercepted by the aqueducts to be constructed under the powers of the intended Bill, which waters now flow directly or derivatively into the Wormegay Navigation, the Little River, the Nar, or Setch River, the River Nar, King's Lynn Harbour, the River Ouse, and the Norfolk Estuary Cut, or into some of such navigations.

To authorise the Company to make and maintain the following reservoirs, aqueducts, and works, or any of them, or any part or parts thereof respectively (that is to say):

A reservoir, tank, or catch-well in the parish of Marham, in the county of Norfolk, at, on, or near a certain spring or springs in that parish, situate in a field belonging to Edward Makemead, Esq., and in the occupation of Mr. Thomas Springhall, to the north of a certain farm-yard belonging to the said Edward Makemead, Esquire, and in the occupation of the said Mr. Thomas Springhall, and there to take the water of the said springs.

A reservoir, tank, or catch-well in the said parish of Marham, on or near a piece of land adjoining and on the west side of the road leading from the village of Marham towards Shouldham Warren, at, on, or near a spring or springs which rise in or near the said road, about 180 yards from the main road through the village of Marham, there to take the water of the said springs, and of the springs issuing from the same.

A reservoir, tank, or catch-well in the said parish of Marham, on the east side of the said road leading from the village of Marham towards Shouldham Warren, at or near a spring or springs about 160 yards from the main road through the village of Marham, there to take the water of the said springs and of the streams issuing from the same, with an aqueduct or conduit, in the parish of Marham, between such now describing reservoir and the intended reservoir secondly hereinbefore described.

An aqueduct or conduit commencing from and out of the first-mentioned intended reservoir, tank, or catch-well, in the parish of Marham, passing from, in, through, and into the several parishes, townships, and extra-parochial places of Marham, Shouldham, Shouldham Thorpe, Tottenhill, Wormegay, North Runcton, South Runcton, Watlington, South Lynn, Setchy, Wiggshall Saint Germans, Wiggshall Saint Mary the Virgin, and Wiggshall

Saint Peter's, or some of them, in the county of Norfolk, and terminating at or in the intended reservoir next hereinafter described in the said parish of South Lynn.

A reservoir, with pumping station and other works, in the said parish of South Lynn, in or upon a piece of land belonging to and in the occupation of John Hudson, Esquire, of Castle Acre, near Swaffham, in the county of Norfolk, and which piece of land adjoins and is situate to the east of the Lynn and Wisbech Branch of the Great Eastern Railway, and also adjoins and is situate to the south of the public road leading from Wiggenhall Saint Germans to Setchy and Wormegay; at or near the point where the said road crosses the said railway on the level.

An aqueduct or conduit, commencing out of or from the reservoir secondly hereinbefore described, in the parish of Marham, passing from, in, through, or into the several parishes, townships, and extra-parochial places of Marham, Shouldham, and Wormegay, or some of them, in the county of Norfolk, and terminating by a junction with the first mentioned intended aqueduct, in the parishes of Shouldham and Wormegay, or one of them, at a point about 15 chains north-west of the lodge called Warren Lodge.

An aqueduct or conduit from the reservoir and pumping station in the said parish of South Lynn, passing from, in, through, or into the several parishes, townships, and extra-parochial places of South Lynn, Wiggenhall St. Germans, Wiggenhall St. Mary the Virgin, Wiggenhall St. Peters, Tilney Saint Lawrence, Tilney-cum-Islington, Terrington St. John, Walpole St. Peter, West Walton, and Walsoken, or some of them, in the county of Norfolk, and Wisbech St. Peter's, in the Isle of Ely, in the county of Cambridge, and terminating in the reservoir or tank in the parish of Walsoken next hereinafter described (crossing the River Ouse by means of St. Germans' Bridge.)

A reservoir or tank in the parish of Walsoken, at, upon, or near to a house, homestead, and piece of land in the said parish, in a place called Turnpike Marsh, lying between the county drain and the turnpike road leading from Walsoken to King's Lynn, and a private road leading from the said turnpike road to land of Mr. Robert Bothway, and which said house, homestead, and land are now in the occupation of Mrs. Sarah Read.

An aqueduct from such last-mentioned reservoir or tank, passing through the said parish of Walsoken, and terminating at the junction of the parishes of Walsoken and Wisbech St. Peters, at or upon a certain bridge over the Wisbech canal called Walsoken Bridge, in the said parishes, or one of them.

To authorise the compulsory purchase of lands, houses, and property required for the purposes of the intended reservoirs, aqueducts, and other works, and the purchase compulsorily or by agreement of easements, rights, and privileges in or over any of the said streams, springs, and waters, and the levying of rates or rents in respect of the supply of water, and to confer exemptions from payment of such rates or rents, and other rights and privileges.

To authorise agreements between the Company and the mayor, aldermen, and burgesses of the borough of Wisbech, or the local Board of Health for that borough, with reference to the construction, maintenance, and use of the waterworks, the supply of water for sanitary and other purposes, the transfer, sale, or lease of the waterworks to the corporation of the said borough, or to the said local Board of Health, or to any body representing the united boards of health of Wisbech aforesaid and Walsoken aforesaid, or otherwise.

The Bill will vary or extinguish all rights and privileges, and will incorporate with itself all or

some of the provisions of the following Acts, namely, "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Waterworks Clauses Acts, 1847 and 1863," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," and, if needful, will amend the provisions of any Acts relating to the before mentioned navigations, or to any bridges over, along, or by the side of which pipes may be laid, or to the drainage of the districts or levels in which the works will be made.

Duplicate plans and sections, describing the situation, lines, and levels of the said intended reservoirs, aqueducts, and other works, and the lands in, through, or upon which the same respectively will be situate or made, 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, houses, and 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 with the Clerk of the Peace for the Isle of Ely, in the county of Cambridge, at his office at Wisbech aforesaid; and with the Clerk of the Peace for the county of Norfolk, at his office in the city of Norwich; and with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge; 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 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 11th day of November, 1863.

Wise and Dawbarn, Solicitors.

Dyson and Co., Parliamentary Agents.

Furness Gas and Water Works.

(Incorporation of Company; Construction of Works; Supply of Gas and Water to the inhabitants of the town of Barrow-in-Furness, and the parish of Dalton-in-Furness, in the County Palatine of Lancaster; Power to purchase or lease the undertaking of the Barrow Gas and Water Company (Limited); Power to enable Furness Railway Company to subscribe; Power to raise capital, &c., to enter into contracts, &c.; 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 (hereinafter referred to as "The Company") for supplying and lighting with gas, and supplying with water, the town of Barrow-in-Furness, and the townships of Above Town, Ireleth, Lindal, and Martin, Dalton, Dalton Proper, Yarlside, Hawcoat, and Saint Georges', Barrow, in the parish of Dalton-in-Furness, in the County Palatine of Lancaster.

And for the purpose of supplying and lighting with gas the several places aforesaid, powers will be sought to be conferred upon the Company by the said intended Act for all or some of the following purposes, that is to say:—

To empower the Company to purchase by agreement the gas works and the site thereof, now the property of the Barrow Gas and Water Company, Limited, situate at Barrow-in-Furness, in the parish

of Dalton-in-Furness, in the County Palatine of Lancaster aforesaid, bounded on the east by a certain rope walk, in the occupation of Henry Stuart, on the west by the Hawcoat branch of the Furness Railway Company, on the north by certain ereosoting works in the occupation of John Bethell, and on the south by a certain foundry called the Hindpool foundry.

To erect and maintain, or continue upon the said site, or upon some part thereof, gas works, with all necessary and proper buildings, machinery, apparatus, works, and conveniences.

To manufacture gas, and to sell and dispose of the coke and other residue and products arising from such manufacture, and to supply gas for public and private purposes, and to enter into and make contracts in respect thereof within the places aforesaid, or some, or one of them.

To lay down, construct, and maintain mains, pipes, and other works, in or under all or any of roads, ways, streets, lanes, courts, yards, bridges, canals, railways, docks, locks, public passages, and thoroughfares within the several places aforesaid, and for such purpose or purposes to go along, cross, divert, break up, alter, or stop up any turnpike or other roads, highways, byeways, bridle-ways lanes, footpaths, bridges, canals, streets, railways, tramways, sewers, drains, pipes, watercourses, thoroughfares, and passages, within such places, or any or either of them.

And it is also proposed by the said intended Act to enable the Company to purchase or rent the undertakings, lands, and premises, works, mains, pipes, plant, property, and effects, and the rights, powers, and privileges thereto respectively belonging, of the Barrow Gas and Water Company, Limited, which said last-mentioned Company supplies gas within the before-mentioned places, or some or one of them, or within some part or parts thereof respectively, and of any Company or Companies supplying gas within the before-mentioned places, or any or either of them, and to enable such last-mentioned Companies, or any or either of them, to sell and convey, or to demise their respective undertakings, plant, powers, rights, and privileges, or any part or parts thereof, to the Company, and to enable all such arrangements to be made and entered into as may be necessary for carrying into effect such purposes, or any or either of them, or any of the purposes and objects of the said intended Act.

To enable the Company to maintain the hereinbefore last-mentioned gas works, or any or either of them, or to remove the same, and to maintain, continue, and renew the existing mains, pipes, and other works, or any of them belonging thereto.

To enable the Company for the purpose of supplying and lighting with gas the several places aforesaid, to purchase by agreement, and to take or hold on lease, lands, houses, and other property for the purpose or purposes of the said intended Act.

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

And it is also intended by the said Act to confer upon the Company all other powers usual in such cases, and so far as may be necessary for the purposes of the said Act.

And for the purpose of affording such supply of water as aforesaid, powers will be sought to be conferred by the said intended Act upon the Company, for all or some of the following purposes, that is to say:—

To make, construct, and maintain the following

works, with proper embankments, sluices, tunnels, drifts, syphons, stop cocks, valves, apparatus, machinery, and other works and conveniences in connexion therewith, that is to say:—

A Reservoir, No. 1, situate in the township of Above Town, in the parish of Dalton-in-Furness, and in the township of Pennington, in the parish of Pennington, in the said County Palatine of Lancaster, upon a certain beck called Poaka or Powka Beck, the dam or embankment of such reservoir being intended to be placed across the said beck at a point thereon, situate 32 chains or thereabouts, measured up the stream from the bridge carrying the Public Highway over the said stream at a place called Bridge End, which said Reservoir No. 1 will be constructed immediately above the said intended dam or embankment, and on certain fields there belonging to Adam Woodburne, John Todd, and Margaret Susan Elizabeth Pennington, and in the occupation of Thomas Benson as tenant to the said Adam Woodburne, of Elizabeth Butler as tenant to the said John Todd, and of James Atkinson as tenant to the said Margaret Susan Elizabeth Pennington.

A Reservoir, No. 2, situate in the townships or divisions of Ireleth and Above Town, or one of them, in the parish of Dalton-in-Furness aforesaid, in the said county Palatine of Lancaster, partly in a certain field there numbered 58 on the Tithe Commutation Map of the said parish of Dalton-in-Furness, and partly in a certain other field numbered 59 on the said Tithe Commutation Map of the said parish of Dalton-in-Furness, which said fields now are or lately were the property of John and Richard Chapman, or one of them, and now are or lately were occupied by Thomas Knight as tenant thereof.

A Reservoir, No. 3, situate in the townships or divisions of Ireleth and Above Town, or one of them, in the parish of Dalton-in-Furness, in the said County Palatine of Lancaster, partly in the said field, numbered 59 on the said Tithe Commutation Map of the said parish of Dalton-in-Furness, which said field now is or lately was the property of the said John and Richard Chapman, or one of them, and now is or lately was occupied by the said Thomas Knight as tenant thereof, and partly in a certain other field, which is now the property of Mary Anne Mellon, and is now in the occupation of John Postlethwaite as tenant thereof, and adjoins the said field numbered 59 as aforesaid.

To purchase, maintain, and enlarge a certain reservoir situate in the township of Hawcoat, in the parish of Dalton-in-Furness, in the said County Palatine of Lancaster, known as the Newbarns Reservoir, lately constructed by, and now the property of, Messrs. Schneider, Hannay, and Company.

To make, construct, and maintain an aqueduct conduit or line of pipes commencing by connections with the said Reservoir No. 1, and passing thence from, through, or into the parishes, townships, or places of Pennington, Dalton Proper, Dalton-in-Furness, Ireleth, Lindale and Martin, Above Town, Yarlside, Hawcoat, and St. George's Barrow, or some of them, and terminating at the Newbarns Reservoir aforesaid, all in the said County Palatine of Lancaster.

An aqueduct conduit, or line of pipes commencing by connections with the Newbarns Reservoir aforesaid, and passing thence from, through, or into the parishes, townships, or places of Dalton-in-Furness, Hawcoat, and St. George's, Barrow, or one of them, in the said County Palatine of Lancaster, and terminating at or near the Hindpool Hotel, situate on the Hindpool-road, in the said town of Barrow-in-Furness, in the said townships or places of St. George's Barrow and Hawcoat, and parish of Dalton-in-Furness, or some or one of them, in the said County Palatine of Lancaster.

To take, divert, collect, and impound into the said intended works, or some or one of them, the waters of the said beck called Poaka or Powka Beck, and all becks and streams flowing into the same, and also the waters of the beck or stream which flows through the village of Ireleth, in the parish of Dalton-in-Furness aforesaid, and all becks and streams flowing into the said last-mentioned beck or stream.

To make, lay down, and maintain all filtering-beds, dams, sluices, valves, weirs, gauges, cuts, embankments, channels, drains, mains, pipes, conduits, wells, tanks, engines, machinery, and other conveniences which may be required or deemed expedient in connection with the said proposed water works, or any or either of them, or which may be necessary or proper for collecting, using, pumping, and storing up and diverting the waters of the said becks and streams, and for furnishing or distributing the water to be supplied, and carrying into full effect the objects and purposes of the said intended Act, which said intended works and conveniences will be made, or pass from, through, or into the several townships, parishes, and places hereinbefore mentioned, or some or one of them.

To supply water to the inhabitants of the said places within the hereinbefore-mentioned townships and parishes, or some or one of them, or some part or parts thereof respectively, for domestic, public, and sanitary purposes, and in bulk or otherwise.

To lay down and maintain pipes, mains, and other works, in, under, over, or across, and for that purpose to cross, break open, alter, divert, or stop up, either temporarily or permanently, any roads, highways, foot-paths, streets, public places, bridges, canals, towing-paths, railways, tramways, works, sewers, drains, streams, brooks, and watercourses, in any of the townships, parishes, or places before-mentioned, or some or one of them.

To purchase, by compulsion or otherwise, and to take on lease, and to take grants of easements over any lands, houses, springs, streams, waters, and other hereditaments requisite or desirable for the purposes aforesaid, or other the purposes of the said intended Act, and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges which would in any way interfere with the objects of the said intended Act.

To levy and recover rates, rents, and charges for or in respect of the proposed supply of water, and to confer exemptions from the payment of rents, rates, or charges, and to authorize compositions for rates, rents, or charges, and to vary or extinguish existing rights and privileges with respect to rates, and to confer other rights and privileges in respect thereof, and to raise money for all or any of the purposes of the said intended Act, by shares or stocks, with or without preference or priority in payment of interest or dividend, in perpetuity or otherwise, on such terms and conditions, and with such special privileges and advantages, as may be agreed on, or prescribed by the said intended Act, or by borrowing on mortgage or bond, for all or any of the purposes of the said intended Act.

And it is also proposed by the said intended Act to enable the Company to enter into and make contracts with Commissioners, Corporations, and other public and local bodies, for the supply of gas and water within the limits of the said intended Act, and to confer on such Commissioners, Corporations, and other public and local bodies, corresponding contracting powers.

And it is also proposed by the said intended Act to empower the Furness Railway Company, by themselves or by their nominees, to subscribe towards the undertaking of the Company, or any part thereof, and to apply to the purposes aforesaid,

or any or either of them, and to other the purposes of the intended Act, any capital or funds now in their possession and control, and for such purposes to raise capital, either by borrowing on mortgage or bond, or otherwise, or by the creation of new shares or stock in their undertaking, either with or without preference or priority, or guarantee in payment of interest or dividend, or with other rights, privileges, or conditions attached thereto, or by all or any of those means, or by such other means as Parliament shall authorize and direct, and to divide the profits arising from or in respect of the intended undertaking and works as shall be agreed upon, or fixed and determined by the said intended Act.

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

The Furness Railway Act, 1855.

The Coniston Railway Act, 1857.

The Furness Railway Act, 1862.

The Furness and Coniston Railways Amalgamation Act, 1862.

The Ulverstone and Lancaster Railway Act, 1851.

The Ulverstone and Lancaster Railway Act, 1858.

The Furness and Midland Railway Act, 1863.

The Furness Railway and Barrow Harbour Act, 1863. And

An Act made and passed in the 33rd year of the Reign of His late Majesty King George the Third, entitled "An Act for making and maintaining a Navigable cut, or Canal, from a place called Hammerside-hill, in the parish of Ulverstone, in the County Palatine of Lancaster, to a place called Weint-end, near the town of Ulverstone aforesaid."

And it is intended to incorporate with the said intended Act the necessary provisions of "The Lands Clauses Consolidation Act, 1845;" "The Companies Clauses Consolidation Act, 1845;" "The Gas Works Clauses Act, 1847;" "The Water Works Clauses Act, 1847 and 1863;" "The Towns Improvement Clauses Act, 1847;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Companies Clauses Act, 1863."

And notice is hereby further given, that plans and sections in duplicate, showing the line, situation, and levels of the said proposed Water Works, and the lands in or through which the same are to be made and maintained and intended to be taken, or which may be taken for the purposes aforesaid, or for other the purposes of the said intended Act, together with a Book of Reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection, on or before the 30th day of November instant, with the Clerk of the Peace for the County Palatine of Lancaster, at his office in Preston, in the said county, and that 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 works are proposed to be made or maintained, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection, on or before the said 30th day of November instant, with the Parish Clerk of each such parish, at his place of abode. Printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 12th day of November, 1863.

Bembridge Railway, Tramway, and Pier Company.

(Incorporation of Company; Powers to make Railway from Isle of Wight Railway, near Sandown, to Bembridge, with a Pier there; to make a Tramway in connexion therewith; to Reclaim Lands from Brading Harbour; to make arrangements with Frontagers, Her Majesty's Commissioners of Woods, and Drainage Commissioners, and powers to them; Powers to take Railway, Tramway, and Pier Tolls, to run over and use portions of Isle of Wight Railway and Stations, and the Isle of Wight Railway Company to run over and use proposed Railway, Tramway, and Pier; Powers to both Companies to enter into Working and Traffic Arrangements, and to levy tolls; Amendment of Acts of Isle of Wight Railway Company, 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, and to enable such Company to make and maintain and work and use the railway, tramway, and pier hereinafter mentioned, with all proper stations, works, and conveniences connected therewith, that is to say:—

1.—A railway commencing in the parish of Brading, by a junction with the authorised line of railway from Ryde to Lower Shanklin (numbered "2" on section 16 of "The Isle of Wight Eastern Section Railway Act, 1860"), at a point on that railway about 100 yards, in a north-easterly direction, from the centre of the bridge which carries the Brading and Bembridge Road over the River Yar, and proceeding thence in and through the said parish of Brading, and, in part, through or over the bed of Brading Harbour, to, and terminating at the eastern end of Ducie Walk, in the said parish of Brading, and all in the Isle of Wight, in the county of Southampton.

2.—A tramway commencing at a point on Bembridge Down, in the said parish of Brading, being the centre of the base of the Spoil Bank abutting upon the said road leading from Brading to Bembridge, and forming a junction with the said intended railway at or about midway between its commencement and termination.

3.—A pier commencing at the termination of the said railway, at the eastern end of Ducie Walk aforesaid, in the said parish of Brading, and extending thence in a north-easterly direction in and through the said parish, and into the sea of the English Channel for a distance of 880 yards from high water mark of ordinary spring tides, and terminating at the end of the said 880 yards by a cross head or landing stairs, together with a light or lighthouse on the said pierhead, and all necessary landing stages and other works connected therewith, the whole of which said pier and works will be situate in the said parish of Brading, and on the shore and bed of the sea adjoining the same.

4.—To reclaim and fill up, and improve, the salt marsh and mud lands, which will be separated from Brading Harbour by the embankment of the said intended railway and tramway, and to drain, warp, and otherwise improve the same, and to use for the purposes of the Company, or to sell and dispose of, the lands so reclaimed.

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, tramway, and pier and works from the lines and levels laid down on the plans and sections thereof, to be deposited, as hereinafter-

mentioned, to such an extent as will be defined upon the said plans authorised by the said Act.

To authorise junctions and other interference with the rails and works of the Isle of Wight 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 parish with which it may be necessary to interfere in the construction of the said intended railway, tramway, and pier and works, or any of them.

To purchase compulsorily or otherwise, all lands, houses, and hereditaments, within the before-mentioned parish, required for the purposes of the said railway, tramway, and works, and to vary or extinguish all rights or privileges connected therewith, or with Brading Harbour, which would interfere with the construction, maintenance, or use of the said railway, tramway, pier, and works, or the reclamation of portions of the marsh and mud lands of the said harbour, embanked by the railway and tramway works.

To levy tolls, rates, and duties, for the use of the said railway, tramway, and works, and for the conveyance and haulage of traffic, and for the use of engines, carriages, waggons, and trucks, on the said railway and tramway, and also for the use of the said pier, and for landing and embarking passengers, animals, minerals, goods, and other traffic thereon, and for the use of the same as a promenade or otherwise, and to confer, vary, or extinguish, exemptions from the payment of all or any 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 their 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, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" and "The Harbour Docks and Piers Clauses Act, 1847;" and any other powers which may be deemed necessary for effecting the objects aforesaid.

To authorise the Company 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 Isle of Wight Railway as is situate between the proposed point of junction therewith, and the west side of the Sandown station thereon and the said station, and all sidings, booking-offices, and other conveniences connected therewith.

And also, if necessary, to alter and limit the tolls, rates, and charges now authorised 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 Isle of Wight Railway Company, and any other

Company authorised to work that railway, to run over and use with engines and carriages, for the conveyance of passengers thereon, the railway, tramway, and pier hereby authorised, and all stations and station conveniences thereon; and also, if necessary, to alter and limit the tolls, rates, and charges by this Act authorised, and to enable the said Company so authorised to run over and use the said railway, tramway, and pier, 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 for such tolls, rates, and charges.

And it is intended by the said Bill, in case of difference between the Company and the Isle of Wight Railway Company as to the terms on which the portions of the Isle of Wight Railway and station at Sandown, or the railway hereby authorised 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 either of the said Companies to treat for such user as aforesaid, and 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 Isle of Wight Railway Company to make, enter into, and carry out agreements and arrangements for the use, working, and maintenance of the said intended railway, tramway, pier, and works, and for the management, interchange, and regulation of the traffic on the said intended railway, tramway, pier, and works, and the collection and apportionment of the tolls, rates, and duties to arise therefrom; and powers will be taken to authorise 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 to enable the Companies, the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, and the owners and lessees of inclosed lands adjoining the south side of the Harbour of Brading (hereinafter called Frontagers), and whether capacitated or incapacitated, to enter into and carry out such agreements and arrangements with the Company as may be deemed expedient either for the sale to the Company of all the estate and interest of the said commissioners and frontagers to the Company, or for the distribution and division between the Company, the said commissioners, and the frontagers of the lands, or any part of the lands reclaimed from Brading Harbour by the works of the Company, or for the sale of such lands and the divisions of the proceeds of such sale between the Company, the said commissioners, and the said frontagers, or some of them, and for making sufficient drains through such lands, and also convenient roads and approaches over and through and from the same, and for determining the parties who are entitled as such frontagers, and to insert all such clauses and provisions in the said Bill as may be necessary to effect the objects and arrangements of all parties interested in such lands, and to enable all incapacitated persons and persons under disability to enter into and carry out such arrangements, subject to such stipulations and conditions for their protection as may be deemed expedient.

And it is intended by the said Bill to enable the Company and the Commissioners of Sewers for the

Level of Sandham or Sandown, in the parishes of Newchurch, Brading, Bembridge, and Yaverland, and all other public bodies and corporations whose interests may be affected by the making of the said railway, pier, and works, to make such arrangements and agreements as may be desirable for the carrying out the purposes of the undertaking, and for that purpose to alter, amend, extend, and enlarge all public and private Acts and charters relating to such commissioners and other public bodies and corporations.

And it is intended by the said Bill, so far as it 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 of Parliament following, that is to say, "The Isle of Wight Eastern Section Railway Act, 1860," "The Isle of Wight Railways Extensions Act, 1863," and any other Act or Acts relating to the Isle of Wight Railway Company, or to the whole or any part of the district through which the said railway, tramway, and pier will be made, 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, tramway, pier, 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, with a published map, showing the general course and direction of the said intended railway, tramway, pier, and works, 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 Southampton, at his office at Winchester, in the said county, and also with the Clerk of the Peace for the county of the Isle of Wight, at his office, at Newport, in the Isle of Wight, and on or before the said 30th day of November a copy of the said plans, sections, and books of reference, and a copy of this Notice as published in the London Gazette, will also be deposited with the parish clerk of the parish of Brading, at his place of abode, in which parish the whole of the said railway, tramway, pier, and works will be situate.

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 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.

Great Northern Railway (No. 2).

(Line from Lincoln to Boston, Sleaford, and Midland Counties Railway.—Purchase of that Railway.—Line from Sleaford to Bourn.—Purchase of Bourn and Essendine Railway.)

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 enable the Great Northern Railway Company (hereinafter referred to as "The Company") to make and maintain the railways hereinafter mentioned, or some or one of them, with all needful

works, stations, approaches, and conveniences connected therewith, that is to say—

1. A Railway commencing by a junction with the Great Northern Railway, in the parish of Saint Mary-le-Wigford, in the city of Lincoln, and county of the same city, at a spot about twenty-five yards eastward of the crossing of Pelham Street by that railway, passing through Saint Mary-le-Wigford, Saint Mark, Saint Peter's at Gowts, Saint Botolph, all in the city of Lincoln, and county of the same city; Canwick, Canwick South Common otherwise South Common, Canwick Common, and Bracebridge, all in the city of Lincoln, and county of the same city, and parts of Kesteven, in the county of Lincoln, or one of them; Waddington, Harmston, Coleby, Boothby Graffoe, Navenby, Wellingore, Welbourn, Leadenham, Fulbeck, Caythorpe-cum-Frieston, Normanton, Carlton Scroope, and Honington, all in the parts of Kesteven, in the county of Lincoln; and terminating by a junction with the Boston, Sleaford, and Midland Counties Railway, at the east end of the platform of the Honington Station, in the said parish of Honington, in the parts of Kesteven, in Lincolnshire.

2. A Railway wholly in the parts of Kesteven, commencing by a junction with the before-described Railway (No. 1), in the lordship or parish of Carlton Scroope, in or near a field belonging to John Aldwinkle and others, and occupied by Sophia Clark and William Frederick Ward, which field is bounded on the north by the road leading from the village of Carlton Scroope to Honington, passing through Carlton Scroope, Honington, Ancaster, Sudbrooke, and West Willoughby, and terminating by a junction with the said Boston, Sleaford and Midland Counties Railway, in the said parishes of Sudbrooke and West Willoughby, or one of them, at or near and to the westward of the spot where the said railway crosses the road leading from Willoughby to Sudbrooke.

3. A Railway (also wholly in the parts of Kesteven) commencing by a junction with the Boston, Sleaford, and Midland Counties Railway, at or near and to the eastward of the spot where the said railway crosses Marcham Lane, in the parish of Old Sleaford, passing through the following places: Old Sleaford, New Sleaford, Kirkby Laythorpe otherwise Kirkby-le-Thorpe, Quarrington, Silk Willoughby, Burton Pedwardine, Scredington, Aswarby, Spanby, Swaton, Oshournby, Threekingham, Stowe Green, Horbling, Bridge End, Billingborough, Sempringham, Pointon, Birthorpe, Aslackby, Millthorpe, Graby, Dowsby, Rippingale, Dunsby, Hacconby, otherwise Hackenby, Stainfield, otherwise Stenfield, Morton, Hanthorpe, otherwise Harmsthorpe, Dyke, Cawthorpe, and Bourn, and terminating in the last-named parish by a junction with the Bourn and Essendine Railway, at or near to the eastern end of the platform of the Bourn station of the same railway.

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 improve the access to their station at Lincoln, by widening Wigford-place, in the said city of Lincoln, and county of the same city; and for that purpose to lay open, adapt, and use as a public thoroughfare a part of the churchyard of St. Mary-le-Wigford, at Lincoln.

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

To enable the Company, on the one hand, and the Boston, Sleaford, and Midland Counties Railway Company, and the Bourn and Essendine Railway Company severally, on the other hand, from time to time to enter into agreements with respect to the working, use, and management by the Great Northern Railway Company of the undertakings of the two last-named Companies respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of such undertakings respectively; the payments to be made, and the conditions to be performed with respect to such working, use, and management; 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 Boston, Sleaford, and Midland Counties, and the Bourn and Essendine Railway Companies respectively, to grant leases of or to sell, and to enable the Great Northern Railway Company to accept leases of or to purchase, the undertakings of the two last-named Companies respectively, and all the lands and other property, whether real or personal, and all powers, rights, and privileges, duties and liabilities, of those two Companies respectively, and the benefit of all covenants or agreements entered into with the same Companies, or on their behalf, and to enable the Great Northern Railway Company to exercise and enjoy all such rights, powers, and benefits, and especially the powers of levying tolls and other charges, and to assume all such duties and liabilities.

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

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses

Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Companies 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 Company; and also the powers and provisions of "The Boston, Sleaford, and Midland Counties Railway Act, 1853," and of "The Bourn and Essendine Railway Act, 1857."

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property, in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also a published map, with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of the city of Lincoln, at his office in the city of Lincoln, with the Clerk of the Peace for the parts of Kesteven, at his office at Sleaford, and with the Clerk of the Peace for the parts of Lindsey, at his office at Spilsby; and on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each 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 clerks 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 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 9th day of November, 1863.

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

Caledonian Railway.

Glasgow Harbour Branches.

(Construction of Branch Railways to connect the Caledonian Railway and Glasgow Dumbarton and Helensburgh Railway with Glasgow Harbour; Arrangements with Edinburgh and Glasgow Railway Company and Clyde Trustees; 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 to empower the Caledonian Railway Company to make and maintain the following branch railways or some of them, or some part thereof, and all proper works and conveniences in connection therewith respectively, that is to say:—

First. A branch railway, hereinafter called railway No. 1, commencing by a junction with that portion of the Caledonian Railway (hereinafter called the Garnkirk Extension) which connects the railway formerly known as the Glasgow Garnkirk and Coatbridge Railway, and now belonging to the Caledonian Railway Company, with their station at Buchanan-street, Glasgow, at or near a point on the said Garnkirk Extension about six chains westward from the place where the turnpike road from Glasgow to Inchbelly-bridge by Springburn is carried over the Garnkirk Extension, and terminating at or near a point

about six chains eastward from Stobcross-house, and about fifteen chains northward from the River Clyde; which proposed railway No. 1, and works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Royal Burgh of Glasgow, and the parishes of Maryhill, Glasgow, Inner High Church of Glasgow, St. George's of Glasgow, Govan, and Barony of Glasgow, or some of them, all in the county of Lanark.

Secondly. A branch railway, hereinafter called Railway No. 2, commencing by a junction with the Garnkirk Extension at a point near the north-east end of the tunnel by which the Garnkirk Extension is carried under the lands of Broomhill, and terminating by a junction with the said proposed railway No. 1 at or near a point about fifteen chains south-eastward from the Hamilton-hill turnpike bar on the Possil-road; which proposed railway No. 2, and works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Royal Burgh of Glasgow, and the parishes of Maryhill, Glasgow, Inner High Church of Glasgow, St. George's of Glasgow, and Barony of Glasgow, or some of them, all in the county of Lanark.

Thirdly. A branch railway, hereinafter called Railway No. 3, commencing by a junction with that portion of the undertaking of the Edinburgh and Glasgow Railway Company known as the Glasgow Dumbarton and Helensburgh Railway, at a point near to the bridge by which the said Possil-road is carried over the said railway, and terminating by a junction with the said proposed railway No. 1 at or near a point about fifteen chains westward from the Farm Steading of Keppoch, and near the centre of the field numbered 621 on the ordnance map of the parish of Maryhill; which proposed railway No. 3, and works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Maryhill and Barony of Glasgow, or one of them, and in the county of Lanark.

Fourthly. A branch railway or tramway, hereinafter called Railway No. 4, commencing by a junction with the said proposed Railway No. 1 at the point hereinbefore described as the termination thereof, and terminating on or near the quay on the north side of the River Clyde, at or near a point about half a chain southward from the south end of Finnicton-lane; which proposed railway No. 4 and works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Barony-parish of Glasgow, and county of Lanark.

Fifthly. A branch railway, hereinafter called railway No. 5, commencing at or near a point in the parish of Govan, on the north bank of the River Clyde, about eight chains westward from the western boundary of Park Shipbuilding-yard, in the occupation of J. G. Lawrie, and terminating by a junction with railway No. 1 at or near a point in the Barony parish of Glasgow, about five chains south-eastwards from Kelvinaugh-cottage, and about three chains south-westwards from the junction of Sandyford-street and Kelvinaugh-street, which proposed railway No. 5 and works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Govan and Barony of Glasgow, in the county of Lanark.

And notice is further given, that duplicate plans and sections, describing the lines, situation, and levels of the said proposed branch railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said plans, and which may be required to be taken for the purposes of the said works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and published maps to a scale of not less than half an inch to a mile, with the lines of the proposed branch railways delineated thereon, so as to show their general course and direction, and copies of this notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November current, be deposited for public inspection in the office at Glasgow of the Principal Sheriff-Clerk of the county of Lanark; and that copies of so much of the said plans, sections, and books of reference as relates to each of the parishes before specified, and to the royal burgh of Glasgow respectively, with a copy of this notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November current, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the Session-Clerk of each such parish, at the usual place of abode of such schoolmaster or Session-Clerk, and with the town clerks of the said royal burgh at their office in Glasgow.

And notice is further given, that it is intended by the said Bill to empower the Caledonian Railway Company to deviate, in the construction of the said proposed branch railways, from the lines and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said branch railways, or any of the works and conveniences connected therewith.

And it is further intended by the said Bill to empower the Caledonian Railway Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid; to convey passengers, goods, and other traffic on the said branch railways; to levy tolls, rates, and charges for the use of the said branch railways and relative works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is further intended by the said Bill to empower the Caledonian Railway Company, and the owners of, and other parties interested in, the lands, houses, and other property required for the purposes aforesaid, and any other Companies, Corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the said Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual, or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect, or be affected by the construction,

maintenance, or use of the said proposed branch railways and other works; and for the use of the said branch railways and other lines of railway communicating therewith; and as to the tolls, rates, and charges to be levied thereon respectively; and to execute all agreements, conveyances, contracts of feu, and of ground-annual, leases, and other deeds necessary for these purposes.

And it is further intended by the said Bill to empower the Caledonian Railway Company and the Edinburgh and Glasgow Railway Company to enter into arrangements and execute agreements with each other in respect to the acquisition of lands, houses, and other property, or rights therein, for the purposes of the said proposed branch railways and other works; the construction, maintenance, and use of the said branch railways and other works, or part thereof, by the said Companies jointly; the construction, maintenance, and use of part thereof by the one, and of part thereof by the other of those Companies; the transference to the Edinburgh and Glasgow Railway Company of the said proposed Railway No. 3 and relative works, or part thereof; the transference to the Edinburgh and Glasgow Railway Company of the powers or some of the powers to be conferred by the said Bill on the Caledonian Railway Company in relation to the said branch railways and other works, or part thereof; the use of, and the interchange, forwarding, working, and conducting of traffic between, over, and upon the respective undertakings of the said Companies, including the said proposed branch railways and other works, or any parts thereof; the fixing, levying, and apportionment of tolls, rates, and charges in respect of such traffic, the execution and maintenance of works and conveniences for the accommodation of such traffic, and other matters connected therewith: and to confirm any agreements which may have been or may be entered into between the said Companies in relation to the said several matters, or any of them; or to make provision in the said Bill for effecting all or any of the said several matters, and in relation thereto.

And it is further intended by the said Bill to empower the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation and issue of shares or stock, on such terms and conditions, and with such preferences, priorities, and privileges (if any) *inter se*, and in respect to their other shares and stock, and subject as regards preference shares or stock to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the said Bill, or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond or cash credit, and to fund or issue debenture stock in lieu of the money so borrowed or authorized to be borrowed; and also to empower the Edinburgh and Glasgow Railway Company to raise money by similar means for or towards the expense of purchasing any lands, houses, or other property, or constructing or acquiring any of the said branch railways or other works, or any part thereof, or interest therein, which under the powers of the said Bill, or under any such agreement as aforesaid, that Company may be authorized to purchase, construct, or acquire, separately, or jointly with the Caledonian Railway Company; and to levy tolls, rates, and charges for the use of the branch railways and other works which may be so vested in them separately or jointly, and the conveyance of the traffic thereon.

And it is further intended by the said Bill to empower the Caledonian Railway Company and

the trustees of the Clyde Navigation, or the Caledonian Railway Company, the Edinburgh and Glasgow Railway Company, and the said trustees, to enter into agreements with each other with respect to the construction, maintenance, and use of any lines of rails or tramways, and other works and conveniences which may be formed upon, or adjacent to, or in connection with the quays of Glasgow Harbour and the docks and other works authorized to be constructed by the said trustees and the use of any existing works and conveniences at the said harbour; the tolls, rates, and charges, or other consideration to be paid for such use; the connections to be made between the said lines of rails or tramways, and any of the proposed branch railways hereinbefore described; the interchange, delivery, and forwarding of traffic between, at, and over the Railways, lines of rails, harbour, docks, and other works of the respective parties to such agreements; the tolls, rates, and charges to be levied by the said parties respectively, in respect of such traffic, and other matters relating thereto; and to confirm any agreements which may have been or may be entered into between the said parties in relation to the said several matters or any of them; or to make provision in the said Bill for effecting all or any of the said several matters, and in relation thereto.

And it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, rights, privileges, and exemptions, which may in any manner impede or interfere with the objects aforesaid or any of them, and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

And, for these and other purposes, it is intended by the said Bill to amend "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the ninth and tenth, the tenth, 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; and also, so far as necessary, to amend "The Edinburgh and Glasgow Railway Consolidation Act, 1852," and the several other Acts relating to the Edinburgh and Glasgow Railway Company, or their undertaking, passed respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the sixteenth and seventeenth, the eighteenth and nineteenth, the nineteenth and twentieth, the twenty-first and twenty-second, 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; as also an Act passed in the fourth and fifth years of the reign of Her present Majesty, intitled "An Act to consolidate, amend, and enlarge the powers and provisions of the several Acts relating to the Forth and Clyde Navigation," and the several other Acts relating to that Navigation and to the Company of Proprietors thereof passed respectively in the fifth, the eighth, the ninth and tenth, the eleventh and twelfth, the thirteenth and fourteenth, the fifteenth, and the twenty-second and twenty-third years of the reign of Her present Majesty; as also "The Clyde Navigation Consolidation Act, 1858;" and any

other Acts relating to the Caledonian Railway Company, the Edinburgh and Glasgow Railway Company, the Company of Proprietors of the Forth and Clyde Navigation, and the Trustees of the Clyde Navigation.

And notice is further given, that printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December next.

Dated this third day of November, eighteen hundred and sixty-three.

Hope and Mackay, W.S., Edinburgh.
Grahames and Wardlaw, 30, Great George-street, Westminster.

London Bank of Scotland (Limited).

(Power to sue and be sued, to establish a Head Office; and to issue Bank Notes in Scotland).

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to enable a Banking Company incorporated, or about to be incorporated in pursuance of "The Companies Act, 1862," under the name or firm of "The London Bank of Scotland (Limited)," to sue, and be sued in Scotland; to establish and maintain a Head Office or principal place of issue in Scotland; and to make and issue Bank Notes in Scotland, to the amount, on the conditions, and subject to the provisions to be specified in the said intended Act; and it is proposed by the said Act, to vary or extinguish all rights and privileges which might interfere with any of the objects aforesaid, and to confer all rights and privileges necessary or expedient for effecting the said objects or in relation thereto.

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, 1863.

Phillips and Son, 11, Abchurch-lane, London.

Bannatynes and Kirkwood, 151, West George-street, Glasgow.

Grahames and Wardlaw, 30, Great George-street, Westminster.

Glasgow. 14th November, 1863.

Glasgow and Paisley Joint Line of Railway.

(Powers to the Glasgow and South-Western and the Caledonian Railway Companies to make branches, to make a deviation of the Glasgow Paisley and Ardrossan Canal; to shut up a Level Crossing and substitute a Bridge therefor; and to acquire Additional Lands for a Depot or Station, all in connection with their Joint Line; Increase of Capital; Amendment of Acts.)

NOTICE is hereby given, that it is intended to apply to Parliament, in the next session, for leave to bring in a Bill to effect the objects following, or some of them, viz:—

To enable the Glasgow and South-Western Railway Company and the Caledonian Railway Company, hereinafter called "The Companies," to make and maintain the following railways, and all proper works, stations, approaches, and conveniences connected therewith respectively, viz:—

First. A railway, to be called the Govan Branch, consisting of a principal branch, commencing by a junction with the existing line of railway between Glasgow and Paisley, belonging to the Companies jointly, and hereinafter called the joint line, at or near a point thirty yards, or thereabouts, to the westward of the west end of

the bridge near Ibrox, by which the turnpike-road between Glasgow and Paisley is carried over the joint line, and terminating in the village of Govan, on the south side of the turnpike-road between Glasgow and Renfrew, nearly opposite to Hillock House; and of a subsidiary branch, commencing by a junction with the joint line, at or near a point seven hundred yards, or thereabouts, to the westward of the west end of the foresaid bridge, and terminating by a junction with the intended principal branch above described at a point four hundred yards, or thereabouts, to the south-westward of the Mansion House of Moore Park; which proposed principal branch and subsidiary branch, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are wholly situate in the parish of Govan and county of Lanark.

Secondly. A railway, to be called the Harbour Branch, consisting of a principal branch commencing by a junction with the joint line, at or near a point one hundred and fifty yards, or thereabouts, eastward from the mile-post on that line indicating $1\frac{1}{2}$ miles from Glasgow, and terminating at the River Clyde, on or near the lands of Heathery Hall, near Clyde Villa; and of a subsidiary branch, commencing by a junction with the joint line at or near a point forty yards, or thereabouts, westward from the mile-post on that line, indicating 2 miles from Glasgow, and terminating by a junction with the intended principal branch last above described, at or near where it is proposed to cross the turnpike-road between Glasgow and Paisley, near Middleton-terrace; which proposed principal branch and subsidiary branch, and the works and conveniences connected therewith, and the lands, houses and other property which may be taken for the purposes thereof, will be and are wholly situate in the parish of Govan and county of Lanark.

Thirdly. A railway to be called the Goods Station Branch commencing by a junction with the joint line at or near the east end of the bridge over the joint line at Pollokshields Station, and terminating in the Eglinton street Joint Goods Depôt of the Companies, at or near a point forty yards, or thereabouts, to the eastward of the east end of the bridge which carries the joint line over West-street of Tradeston, Glasgow; which proposed railway and the works and conveniences connected therewith, and the lands, houses and other property which may be taken for the purposes thereof, will be and are situate in the said parish of Govan and in the counties of Renfrew and Lanark.

To enable the Companies to make, in relation to the proposed railway last above described, and relative works, a deviation of the Glasgow Paisley and Ardrossan Canal, with all proper works and conveniences connected therewith, such deviation commencing by a junction with the said canal, at or near a point one hundred and forty-five yards, or thereabouts, to the westward of the centre of the aqueduct which carries the said canal across West-street of Tradeston, Glasgow, and terminating by a junction with the said canal at or near a point seventy yards, or thereabouts, to the eastward of the centre of the said aqueduct; which proposed deviation of the said canal will be situate in the said parish of Govan and in the counties of Renfrew and Lanark.

To enable the Companies to stop up the existing level crossing by which the parish road is carried across the joint line at Moss Road Station, and to divert the said parish road so as to carry the same over the joint line by means of a bridge,

and for that purpose to alter the line and levels of the said parish road from a point thereon, about one hundred and forty yards southward from the said level crossing, to a point on the said road about two hundred and fifty yards northward from the said level crossing; and to take and acquire additional lands and other property along the north side of the joint line near Moss Road Station, extending eastward from the said parish road for a distance of about four hundred yards, and northward from the joint line for a distance of about three hundred yards; and to construct a depôt or station, with sidings and other works, upon the additional lands and property so proposed to be acquired; which proposed bridge and road alteration, and the lands and other property proposed to be taken for the purposes thereof, and also the said additional lands and other property, with the depôt or station, sidings, and works proposed to be made thereon, will be and are wholly situate in the parish of Govan and county of Lanark.

To provide that the said proposed railways, and the said lands to be acquired for station purposes, shall belong to the Companies jointly, and be deemed to be part of the joint line, and be subject to the provisions of the Acts regulating the same.

To provide that the said proposed deviation of the said canal shall belong to the Company of Proprietors of the Glasgow, Paisley, and Ardrossan Canal, and be deemed part of such canal, and be subject to the provisions of the Acts regulating the same, and that the part of the said canal which may be rendered unnecessary by the said deviation shall be abandoned as a portion of the said canal, and shall belong to the Companies.

To enable the Companies to deviate in the construction of the foresaid proposed railways, canal deviation, and bridge and road alteration, from the lines and levels delineated on the plans and sections intended to be deposited as aftermentioned, to such an extent as will be defined on the said plans, and provided by the said Bill; and also to cross, alter, stop up, and divert all such roads, streams, canals, railways, tramways, sewers, telegraphic apparatus, water and gas pipes, and other works, as it may be necessary or expedient to cross, alter, stop up, or divert, for making, maintaining, or using the several proposed railways, canal deviation, and bridge and road alteration hereinbefore set forth, or any of the works connected therewith.

To enable the Companies to purchase, compulsorily or by agreement, or to lease, or feu, or otherwise acquire all such lands, houses, and other property as may be required in and for the construction of the said proposed railways, canal deviation, bridge and road alteration, or any of the works and conveniences connected therewith, and also the additional lands and other property before mentioned, 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 and privileges as it may be necessary or expedient to vary or extinguish in carrying into execution any of the purposes of the said Bill.

To enable the Companies to levy tolls, rates, and charges in respect of the said intended railways and the conveyance of traffic thereon, and to enable the Company of Proprietors of the Glasgow Paisley and Ardrossan Canal, to levy tolls, rates, and duties in respect of the proposed deviation of the said canal, and to confer certain exemptions from payment of such several tolls, rates, duties, and charges, and to confer other rights and privileges.

To enable the Companies respectively to raise

by the issue of new shares, either ordinary, guaranteed, or preferential, and on mortgage or bond, such additional capital as may be necessary for the purposes hereinbefore mentioned, and to fund or issue debenture stock in lieu of the capital raised, or authorised to be raised, on mortgage or bond.

To ratify and confirm any agreement or agreements which have been made, or which may be made previously to the passing of the said Bill, between the Companies, or between them and the Company of Proprietors of the Glasgow Paisley and Ardrossan Canal, in reference to the Joint Line, or the stations thereof, or in reference to the said proposed railways and works, or any of them, and to enable the said several Companies to enter into agreements in reference to the said matters.

To amend or repeal, so far as necessary, the several local Acts following—that is to say, the Acts relating to the Joint Line, viz., 1 Vic., c. 116 and 117; 3 Vic., c. 53; 3 and 4 Vic., c. 107; 5 Vic., (sess. 2) c. 29; 8 and 9 Vic., c. 95; 9 Vic., c. 60; 10 and 11 Vic., c. 169; and 11 and 12 Vic., c. 84; and also “The Caledonian Railway Act, 1845,” “The Glasgow and South-Western Railway Consolidation Act, 1855,” and the several other Acts relating to the Companies or to the Joint Line 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 19th and 20th, 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, the 26th, and the 26th and 27th years of the reign of Her present Majesty; and also the following Acts relating to the Glasgow Paisley and Ardrossan Canal, viz., 46 Geo. III., c. 75; 7 and 8 Geo. IV., c. 87; and 3 and 4 Vic., c. 104.

And notice is hereby further given, that duplicate plans and sections, describing the lines, situation, and levels of the said proposed railway, canal deviation, and bridge and road alteration, and the lands, houses, and other property which may be required to be taken for the purposes thereof, and also duplicate plans describing the lands and other property near Moss-road Station intended to be taken as aforesaid; together with books of reference to such several plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and also published maps to a scale of not less than half an inch to a mile, with the lines of the said intended railways delineated thereon; and copies of this notice, as published in the Edinburgh Gazette, will, on or before the 30th day of November, 1863, be deposited for public inspection in the Office, at Paisley, of the Principal Sheriff-Clerk of the county of Renfrew, and in the Office at Glasgow, of the Principal Sheriff-Clerk of the county of Lanark; and that a copy of the said plans, sections, and books of reference, together with a like copy of this notice, will, on or before the said 30th day of November, be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of the parish of Govan, at the usual place of abode of such Schoolmaster or Session-Clerk.

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.

Morrison and Anderson, Glasgow; Solicitors.
Grahame and Wardlaw, Westminster, Parliamentary Agents.

Caledonian Railway.

Bredisholm and Trenchside Branch.

(Construction of Railway from Rutherglen and Coatbridge Branch to Trenchside; 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 to empower the Caledonian Railway Company to make and maintain a branch railway and all proper stations, approaches, roads of access, and other works and conveniences in connection therewith; which branch railway is intended to commence by a junction with that portion of the Rutherglen and Coatbridge Branch of the Caledonian Railway which was authorized by “The Caledonian Railway (Bredisholm Deviation) Act, 1863,” at a point in the parish of Old Monkland, about eleven chains south-eastward from the gatekeeper’s lodge at the entrance of the approach to Bredisholm House, and to terminate at a point in the parish of Bothwell, on the lands of Trenchside, about twenty-two chains westward from the farm-steading of Hill; which proposed branch railway, and works and conveniences connected therewith, and the lands, houses, and other property which may be taken under the powers of the said Bill, will be and are situate in the said parishes of Old Monkland and Bothwell, in the county of Lanark.

And notice is further given, that duplicate plans and sections, describing the line, situation, and levels of the said proposed branch railway, and the lands, houses, and other property through which the same is intended to be made, and within the limits of deviation as defined on the said plans, and which may be required to be taken for the purposes of the said works, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and other property, and published maps to a scale of not less than half an inch to a mile, with the line of the proposed branch railway delineated thereon, so as to show its general course and direction, and copies of this notice, as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November current, be deposited for public inspection in the offices at Glasgow, Airdrie, and Hamilton respectively, of the principal sheriff-clerk of the county of Lanark; and that copies of so much of the said plans, sections, and books of reference, as relates to each of the parishes before-named respectively, with a copy of this notice as published in the London and Edinburgh Gazettes, will also, on or before the 30th day of November current, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the Session-Clerk of each such parish, at the usual place of abode of such schoolmaster or session-clerk.

And notice is further given, that it is intended by the said bill to empower the Caledonian Railway Company to deviate, in the construction of the said proposed branch railway, from the line and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages; canals, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using

the said branch railway, or any of the works and conveniences connected therewith.

And it is further intended by the said Bill to empower the Caledonian Railway Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid; to convey passengers, goods, and other traffic on the said branch railway; to levy tolls, rates, and charges for the use of the said branch railway and relative works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges, and to exercise all other usual and necessary powers.

And it is further intended by the said Bill to empower the Caledonian Railway Company, and the owners of, and other parties interested in the lands, houses, and other property required for the said proposed branch railway and other works, and any other companies, corporations, commissioners, trustees and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition, by the said company, of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price and subject to such feu-duty, ground-annual, or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect, or be affected by the construction, maintenance, or use of the said proposed branch railway and other works; and for the use of the said branch railway and other lines of railway communicating therewith; and as to the tolls, rates, and charges to be levied thereon; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

And it is further intended by the said Bill to empower the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation and issue of shares or stock, on such terms and conditions, and with such preferences, priorities, and privileges (if any) *inter se*, and in respect to the other shares and stock in the Caledonian Railway Company, and subject as regards preference shares or stock to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the said Bill, or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond or cash credit, and to fund or issue debenture stock in lieu of the money so borrowed or authorized to be borrowed.

And it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, and rights and privileges, which may in any manner impede or interfere with the objects aforesaid or any of them, and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

And, for these and other purposes, it is intended by the said Bill to amend "The Caledonian Railway Act, 1815," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the ninth and tenth, the 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.

And notice is further given, that printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December next.

Dated this seventeenth day of November eighteen hundred and sixty-three.

Hope and Machay, W. S., Edinburgh.
Grahames and Wardlaw, 30, Great George Street, Westminster.

Llanidloes and Newtown Railway.

(Repeal of Powers—Increase of and Arrangements as to Capital—Additional Lands—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Llanidloes and Newtown Railway (hereinafter called "the Company") for an Act to effect the following objects and purposes, or some of them (that is to say):

To repeal section 10 of "The Mid-Wales Railway Act, 1859," which enables the Company to raise money by the creation of new shares, and acquire and hold shares in the Mid-Wales Railway Company.

To amend section 33 of "The Mid-Wales Railway (Extensions) Act, 1860," which enables the Company to acquire and hold shares in the undertaking of the Mid-Wales Railway Company and to create new shares or stock.

And it is proposed by the intended Act to authorise the Company to appropriate the money raised and to be raised by the creation and issue of such new shares for the general purposes of the Company, and also for the same purposes to raise further sums of money by the creation of shares or stock with or without guarantee, preference, or priority in payment of interest or dividends, and by borrowing, on mortgage or otherwise, and with powers for the regulation of the capital, stock, shares, mortgage, and debenture debts of the Company, and the application of all or any of the money raised or to be raised thereby.

To revive and continue for a further time the powers for the compulsory purchase of lands and buildings contained in the several Acts of Parliament following or some of them (that is to say):—"The Llanidloes and Newtown Railway Act, 1853;" "The Llanidloes and Newtown Deviation Act, 1856;" "The Llanidloes and Newtown Railway Canal Extension Act, 1859;" "The Llanidloes and Newtown Railway Act, 1861;" the Llanidloes and Newton (Mid-Wales and Manchester and Milford) Railway Act, 1862;" for the construction, enlargement, widening, extension, or improvement of stations, railways, sidings, wharves, bridges, junctions, and conveniences of the Company in the parishes of Llanidloes, Llandinam, Penstrowed, Llanllwchaiarn, and Newtown, or some of them, and adjoining or near to the railways referred to in the said Acts, and included within the limits of deviation defined upon the plans referred to in the said acts respectively. Also powers for the purchase of lands and buildings by agreement for the purposes aforesaid, or some of them. And for the foregoing purposes in other respects the intended Act will alter, extend, amend, or repeal and re-enact with alterations, amendments, and extensions, all or some of the powers and provisions of the several Acts hereinbefore mentioned and any other Acts relating to the Company.

And notice is hereby given, that a plan in dupli-

cate of the lands to be taken under the powers of the intended Act and a book of reference to the plan containing the names of the owners and lessees, or of the reputed owners and lessees, and of the occupiers of such lands, will be deposited for public inspection with the Clerk of the Peace for the county of Montgomery at his office in Welshpool, and that so much of the said plan and book of reference as relates to any parish in which any part of the lands to be taken as aforesaid, is or may be situate, will be deposited for public inspection with the parish clerk of such parish at his residence. And that all such deposits will be made on or before the thirtieth day of November instant, and will be accompanied with a copy of this notice. And that on or before the twenty-third 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 11th day of November, 1863.

Howell and Jones, Solicitors for the Bill.

In Parliament—Session 1864.

Lynn and Sutton Bridge Railway.
(Powers to Great Northern Railway Company to Work and to Purchase.)

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 enable the Great Northern Railway Company, and the Lynn and Sutton Bridge Railway Company, to enter into agreements with respect to the working, use, management, and maintenance of the undertaking of the Lynn and Sutton Bridge Railway Company, the supply of rolling stock and machinery, and of officers and servants for the conduct of 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 which, previously to the passing of the Bill, may have been made touching any of the matters aforesaid: and for this purpose the Bill will, during the said agreement, extend to the Great Northern Railway Company the powers over the East Anglian Railways, now part of the Great Eastern Railway, granted by the 29th section of the Lynn and Sutton Bridge Railway Act, 1861.

To enable the Lynn and Sutton Bridge Railway Company to sell, and to enable the Great Northern Railway Company to purchase, the undertaking of the Lynn and Sutton Bridge Railway Company, including therein the Sutton or New Cross Keys Bridge and certain of the lands and property of the Company of Proprietors of the said bridge; and the lands and other property, whether real or personal, and all powers, rights, and privileges, whether over the undertaking of the Lynn and Sutton Bridge Railway Company, or over other undertakings, and all duties and liabilities of the Lynn and Sutton Bridge Railway Company, and the benefit of all covenants or agreements entered into with the same Company, or on their behalf; and to enable the Great Northern Railway Company to exercise and enjoy all such rights, powers, and benefits, and especially the power of levying tolls and other charges, and to assume all such duties and liabilities.

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 a preference or priority of dividend or interest; and it will enable the said Company to apply their funds and revenue to the discharge of the payments prescribed by the Bill.

The Bill will alter, amend, and enlarge the powers and provisions of the Lynn and Sutton Bridge Railway Acts 1861 and 1863; and the Great Northern Railway Act 1846 (9 and 10 Vict., cap. 71), and the other Acts relating to the Great Northern Railway Company; also the following Acts relating to the Company of Proprietors of the Cross Keys Bridge and their undertaking, namely:—7 Geo. IV, cap. 106, and 11 and 12 Vict., cap. 143; and also of the Norwich and Spalding Railway Acts, 1853 and 1859 (16 and 17 Vict., cap. 124; 22 and 23 Vict., cap. 118).

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, Farguhar, and Leech, 65, Moor-gate Street, London.

James Wheeler, 4, Victoria Street, Westminster.

Solicitors for the Bill.

In Parliament—Session 1864.

Great Northern Railway (No. 1).
(Barnet Branch, King's Cross Station, Arrangements with Metropolitan and London, Chatham, and Dover Railway Companies.)

THE Great Northern Railway Company (who are hereinafter called "the Company") intend to apply to Parliament in the next session thereof, for leave to introduce a Bill for the following, or some of the following, among other purposes:—

To enable them to make a branch railway (with all necessary works, stations, approaches, and conveniences connected therewith), commencing in the parish of East Barnet, in the county of Hertford, by a junction with the main line of the Great Northern Railway, at a point about eight chains north of the Barnet Station, and terminating in the parish of Monken Hadley, in Middlesex, in a pasture field, of which Mr. Henry Hyde is the reputed owner, and the occupier, about forty yards from and to the northward of the north-east corner of the garden, at the back of the New Salisbury Arms Inn, in High-street, Chipping Barnet, in Hertfordshire. The said railway and works will be entirely in the said three parishes of East Barnet, Monken Hadley, and Chipping Barnet.

To enable the Company to construct a street or road from the proposed terminus of the before-described railway in Monken Hadley into Moxon-street, Chipping Barnet, and to improve the same street and Tapster-street, in Chipping Barnet, and to alter and improve the gradients of the said streets respectively.

To authorize the Company to purchase, by compulsion or by agreement, certain lands, houses, and other property situate in the Parish of St. Pancras, in Middlesex, which land and property are bounded, on the west by Cambridge-street, on the north by land purchased or contracted to be purchased by the Midland Railway Company, on the east by the Regent's Canal, and on the south by the Wharf-road; and to enable the Company also to build a bridge over the Regent's canal, and over the towing-paths and wharves connected therewith, so as to form a communication between the coal yard of the Great Northern Railway and the lands so intended to be purchased.

To enable the Company and the London, Chatham, and Dover Railway Company to enter into agree-

ments with respect to the mutual use of their respective undertakings, or of any part or parts thereof, respectively; the payments to be made, and the conditions to be performed with respect to such use; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the 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 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 have already been agreed on, or 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, junctions, signals, and other works and conveniences connected therewith respectively (that is to say):—

So much of the Metropolitan Railway as lies between the junctions therewith of the Great Northern Railway, at or near King's Cross, and the terminus of the Metropolitan Railway in or near Farringdon-road, and to the authorized junction of such railway with the London, Chatham, and Dover Railway.

So much of the London, Chatham, and Dover Railway as lies, or will lie, between its said proposed junction with the Metropolitan Railway and the Crystal Palace Station at Sydenham, in the county of Kent, of the Crystal Palace and South London Junction Railway Company; and also so much of the same railway as will form a continuous communication between the junction aforesaid, at Farringdon-road, and the Victoria Station of the same railway at Pimlico; together with the station of the same railway at Earl-street, Blackfriars, and the Victoria Station at Pimlico, and all intermediate Stations, and the Station of the Crystal Palace and South London Railway Company at the Crystal Palace, Sydenham.

The use of the last-mentioned station and of the said portions of the London, Chatham, and Dover Railway, being upon such terms and conditions as may be, or may have been, agreed upon, or failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and, if need be, the Bill will alter the tolls and charges which the said three Companies may respectively receive and take upon their respective undertakings, and will confer exemptions from such tolls and charges; and the Bill will confirm certain heads of agreement touching the matters aforesaid between the Metropolitan Railway Company and the Great Northern Railway Company, bearing date the 26th day of December, 1860.

For the purposes of the said railway and works, it is intended by the Bill to apply for power to purchase lands, houses, and other property by compulsion, and to levy tolls, rates, 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 Great Northern Railway Act, 1846 (9 and 10 Vict., cap. 71), and of any other Acts relating to the Great Northern Railway Company, and also of the Acts relating to the Metropolitan Railway Company passed in the years 1854, 1855, 1856, 1857, 1859, 1860, 1861, 1862, and 1863; and also of the following and of any other Acts relating to the London, Chatham, and Dover Railway Company, namely:— 16 and 17 Vict., cap. 132; 18 and 19 Vict., cap. 187; 19 and 20 Vict., cap. 75; 20 and 21 Vict., cap. 151; 21 and 22 Vict., caps. 51 and 107; 22 and 23 Vict., caps. 54 and 90; 23 and 24 Vict., caps. 174, 177, and 187; 24 and 25 Vict., caps. 239 and 240; 25 and 26 Vict., caps. 144, 163, 192, and 224; and 26 and 27 Vict., cap. 204; and any other Acts relating to the said Company.

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; plans showing the land intended to be taken in the parish of St. Pancras; 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 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 Hertford, at his office at St. Albans; and 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 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 as follows, viz., so much as relates to the parishes of East Barnet, Monken Hadley, and Chipping Barnet, with the Parish Clerks of those parishes respectively. And so much as relates to the parish of St. Pancras, with the Vestry Clerk of the same parish, at his office, in King's row, St. Pancras, and also at the office of the Metropolitan Board of Works, in Spring-gardens, in the city of Westminster.

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.

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

Great Northern Railway (No. 3).

(Extension from Doncaster to Gainsborough—
Improvement of Loop Line.)

THE Great Northern 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, purposes:—

To enable them to make and maintain the following railways, or some of them, with all necessary works, stations, approaches, and conveniences connected therewith respectively.

A railway (No. 1) commencing by a junction with the main line of the Great Northern Railway in the parish of Cantley, in the West Riding of Yorkshire, at a point about one hundred and thirty yards northward of the post on the said railway marking one hundred and fifty-three miles from London, passing through the said parish of Cantley,

the parish of Finningley, and the townships of Auckley, Finningley, and Blaxton, all in the said parish of Finningley, in the said West Riding, and in the county of Nottingham, or one of them; the parish of Misson, in the Lindsey Division of Lincolnshire and the county of Nottingham, or one of them; the parishes of Wroot, Ouston, and Haxey, in the said Lindsey Division of the county of Lincoln; the parishes of Misterton, Walkeringham, Beckingham, and Saundby, and township of Misterton, in the parish of Misterton, all in the county of Nottingham, and terminating in the parish of Gainsborough, in the said parts of Lindsey, in Lincolnshire, by a junction with the loop line of the Great Northern Railway, about three hundred and fifty yards to the northward of the bridge carrying that railway over the turnpike-road from Gainsborough to Lincoln.

A railway (No. 2) commencing out of the before-described railway in the said parish of Beckingham, in or near a field belonging to William Wells and George Wells, and occupied by Charles Grundy, which field is bounded on the north and west by the highway leading from Walkerith Ferry to Beckingham, passing through the parishes of Beckingham, Saundby, and Bole, all in the county of Nottingham; and terminating in the said parish of Bole by a junction with the Manchester, Sheffield, and Lincolnshire Railway at or near the west end of the bridge carrying that railway over the River Trent.

No. 3.—A short curve, wholly in the said parish of Gainsborough, commencing by a junction with the Manchester, Sheffield, and Lincolnshire Railway about one hundred and seventy yards from the east end of the before-mentioned bridge carrying the same railway over the River Trent, and terminating by a junction with the loop line of the Great Northern Railway about one hundred yards to the northward of the before-mentioned bridge carrying the said railway over the turnpike-road from Gainsborough to Lincoln.

To enable them to alter the levels of so much of the said loop line as is situate between the point where the intended railway will join it at Gainsborough and a point in the parish of Torksey about sixty yards south of the bridge which carries the said loop line over a public road called Sykes-lane. The said alterations of levels will be situate in the following parishes and places, or some of them (that is to say): Gainsborough, Lea, Knaith, Gateburton, Willingham, Marton, Stow, Torksey, Kettlethorpe, Saxilby, and the township of Hardwick, in the parish of Torksey, all in the parts of Lindsey, in Lincolnshire.

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, 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 railways and works; and for the same purposes to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Act, 1863," and "The Companies 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 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 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 parts of Lindsey in Lincolnshire, at his office at Spilsby; with the Clerk of the Peace for Nottinghamshire, at his office at Newark-upon-Trent; and with the Clerk of the Peace for the West Riding of Yorkshire, at his office at Wakefield; and on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railways 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; 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.

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

Millwall Canal Wharfs and Graving Docks.

(Incorporation of Company; Construction and Regulation of Canal and other Works; Diversions of Roads; Arrangements with East and West India Dock Company; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for an Act to incorporate a Company with powers to construct and maintain a canal or navigable cut and basins, to commence at a point in the River Thames, 250 yards or thereabouts, south of the entrance to Millwall Dock, and to terminate at a point in the River Thames, situated 130 yards or thereabouts northward of Cubitt Town Pier, together with one or more entrances thereto from the River Thames, and also a canal or navigable cut, to commence from and out of the last-mentioned canal or navigable cut, at a point 750 yards or thereabouts eastward of the point at which such intended canal or navigable cut is described as commencing, and to terminate at a point near to the south side of the timber dock belonging to the East and West India Dock Company, 250 yards or thereabouts eastward of the south-west corner of such timber dock, and all proper and requisite piers, walls, graving-docks, locks, slips, gates, sluices, cuts, bridges, arches, wharfs, quays, avenues, approaches, drains, sewers, culverts, embankments, tramways, stages, works, and conveniences connected therewith, respectively; all in the parish of all Saints Poplary in the county of Middlesex.

To empower the intended Company to make any deviation in the line or course of the turnpike road,

known as the East Ferry-road, to commence at a point 330 yards or thereabouts northward of its junction with the turnpike road known as the West Ferry-road, and to terminate at a point near to the junction of the East Ferry-road with Manchester-road, also a deviation in the line or course of the said turnpike road called West Ferry-road, to commence at a point about 170 yards, or thereabouts, southward of its junction with Glengall-street, and to terminate at a point 470 yards, or thereabouts, southward of its said junction with Glengall-street, all in the said parish of All Saints, Poplar.

To empower the intended Company to purchase, take, and use, by compulsion or otherwise, lands and houses, for the purposes of the intended Act, including the site of so much of the said turnpike roads as will become unnecessary by reason of such deviations as aforesaid, and to appropriate any part of the lands to be so acquired by them to wharfs, quays, landing-stages, ship-building, and other yards, manufactories, and other purposes requiring water frontage, and to alter, vary, or extinguish all existing rights or privileges in any manner connected with such lands or houses, which would impede or interfere with the purposes of the intended Act, and to stop up and discontinue any rights of way or thoroughfares upon or over the said lands or any of them.

To empower the intended Company to execute all such works as may from time to time be necessary for the more effectual drainage of the lands so to be acquired by them, as well as of the lands adjacent or near thereto, and for preventing or removing any obstruction to the drainage of such lands by reason of the construction of the before-mentioned works or any of them.

To empower the intended Company to levy and receive tolls, rates, dues, rents, and charges for and in respect of the works, or any of them, to be constructed by them under the provisions of the intended Act, and to grant exemptions from the payment thereof, and to enter into composition for a term of years, or otherwise, with any person or Company for or with respect to all or any of the tolls, rates, dues, rents, and charges so leviable and receivable by the intended Company.

To empower the intended Company to regulate, manage, and direct the intended works, or any of them, and vessels frequenting the same, and to make and impose bye-laws, rules, and orders in relation thereto, and for the safety of the said works, and of vessels, goods, and merchandise within the same or any part thereof. And to enable the intended Company to sell, grant, or otherwise dispose of, either in perpetuity, or for a term of years, or by the year or other shorter period, all or any part of the wharfs, quays, landing-places, yards, manufactories, erections, or buildings constructed or provided by them and adjoining to or abutting upon the intended canals, navigable cuts, basins, and works, and all or any part of the lands acquired by them under the authority of the intended Act, either for a sum or sums in gross, or for annual or other rents and payments.

To empower the intended Company to make arrangements with the East and West India Dock Company for making a connection between the intended works and the timber dock of the said Dock Company, and with reference to the use thereof by the two Companies respectively, and also with reference to the use by the said Dock Company of graving-docks and other works and conveniences of the intended Company.

And the said intended Act will alter, amend, extend, and enlarge some of the powers and provisions of the several Acts following, or some of them (that is to say): 52 Geo. 3, cap. 148, and 54 Geo. 3, cap. 171, relating to the said turnpike-roads, and

1 and 2 Vic., cap. 9, relating to the East and West India Dock 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 works, and plans of the lands proposed to be acquired under the intended Act, 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 Middlesex, at his office in Clerkenwell-green, and on or before the same day a copy of the said plans, sections, book of reference and notice will be deposited with the Clerk of the Poplar District Board of Works, at his office at the Town Hall, High-street, Poplar. And that on or before the 23rd day of December in the present year, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1863.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster, Solicitors for the Bill.

Pritt and Co., Parliamentary Agents.

North-Eastern Railway.

(York and Doncaster Branch.)

(Power to Construct Railways from the North-Eastern Railway near York, to the Great Northern Railway near Doncaster, with Branches therefrom—to make Agreements with the Great Northern, the Lancashire and Yorkshire, the West Riding and Grimsby, the South Yorkshire Railway and River Dun, and the Manchester, Sheffield, and Lincolnshire Railway Companies, and the Undertakers of the Aire and Calder Navigation—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 of Dringhouses and parish of Holy Trinity (Micklelegate), in the West Riding of the county of York, by a junction with the main line of the North-Eastern Railway on the south side of the public road leading from Dringhouses to Askham, at the point where that road 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:—Holy Trinity (Micklelegate), Dringhouses, St. Mary Bishophill (Senior), Acomb, Middlethorpe, Bishopthorpe, and Acaster Malbis, all in the said West Riding, and Naburn, St. George, St. Dennis (York), Acaster Malbis, Deighton, Escrick, Stillingfleet, Moreby, Stillingfleet and Moreby, Kelfield, Riccall, Hemingbrough, Osgodby, and Barby, all in the East Riding of the county of York, and terminating in the township of Barby and parish of Hemingbrough, in the said East Riding, by a junction with the Hull and Selby Railway, at a point about 550 yards westward of, and measured from, the centre of the road called Carr-lane, where that road is crossed by the said Hull and Selby Railway.

Secondly—A railway commencing in the township and parish of Selby, in the said West Riding, by a junction with the Leeds and Selby line of the Company, near their Selby Station, and at a point about 247 yards south-west of, and measured from, the centre of the bridge by which the

Hull and Selby Railway is carried over the River Ouse, 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:—Selby, Brayton, Burn, Birkin, Temple Hirst, Hirst Courtney, Hensall, Heck, Little Heck, Snaith, Pollington, Balne, Fenwick, Campsall, Moss, Burghwallis, Owston, Barnby-upon-Don, Thorpe-in-Balne, Doncaster, Tilts, and Langthwaite-with-Tilts, all in the said West Riding, and terminating in the township and parish of Owston, in the said West Riding, by a Junction with the Great Northern Railway, at or near a point where that railway is carried over Cookshaw Dike by a bridge, called Reedholme Bridge.

Thirdly—A railway commencing in the township of Hensall and parish of Snaith, in the said West Riding, by a junction with the said secondly-proposed railway, on the south side of a road called Common-lane, at a point about 95 yards east of the junction of that road with the Weeland-road, 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:—Hensall, Heck, and Snaith, all in the said West Riding, and terminating in the township of Heck and parish of Snaith aforesaid, by a junction with the Wakefield, Pontefract, and Goole Branch of the Lancashire and Yorkshire Railway, at a point about 290 yards to the eastward of, and measured from, the centre of the public road called Little Heck Common-lane, where that lane crosses the said branch.

Fourthly—A railway commencing in the township of Burghwallis and parish of Owston, in the said West Riding, by a junction with the said secondly-proposed railway, in a field situate on the south side of and adjoining Joan Croft-lane, and belonging to Philip Bryan Davis Cooke, and occupied by George Hirst, at a point in the northern fence of the said field, distant about 100 yards east of the junction of the said lane with Honey Lands Green-lane, and Middle-lane, 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:—Burghwallis, Owston, Thorpe-in-Balne, and Barnby-upon-Don aforesaid, and terminating in the township of Thorpe-in-Balne and parish of Barnby-upon-Don, in the said West Riding, by a junction with the authorized line of the West Riding and Grimsby Railway, in a field now or late belonging to the said Philip Bryan Davis Cooke, and in the occupation of Mary Ann Parkin, at a point about 400 yards west of the point where that railway is intended to cross Applehurst-lane.

And in such intended Act powers will be sought to form the proposed junctions with the Hull and Selby, the Leeds and Selby, the Great Northern, the Wakefield, Pontefract, and Goole Branch, and the West Riding and Grimsby Railways, and otherwise to interfere with those railways, and the lands and works thereof; also powers to deviate in constructing the proposed railways from the lines and levels laid down on 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, or interfere with, for the purposes of such proposed railways and works,

or any of them, and to purchase, by compulsion or otherwise, all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial and other places, and delineated on the plans to be deposited as herein-after-mentioned, and any other lands which may be required for the purposes of the said proposed 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 the construction, maintenance, and use of the said proposed railways and works, and to confer, vary, or alter 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 extinguish 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 enable the Company and the Great Northern Railway Company, the Lancashire and Yorkshire Railway Company, the West Riding and Grimsby Railway Company, the South Yorkshire Railway and River Dun Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the undertakers of the Navigation of the Rivers Aire and Calder (hereinafter called the Six Companies), or any two or more of them, the Company being one of the contracting Companies, to enter into and make agreements and arrangements as to interchange and transmission of traffic between and by the respective railways as well authorized as made of the Companies parties to any such agreement or arrangement, and also with respect to the use of the whole or any part of such respective railways, and the undertakings of such Companies, and as to the working, management and maintenance thereof, or of any of them, or any part thereof respectively, and also with respect to the use, working, management and maintenance of the several stations, station-yards, sidings, booking and other offices, works, buildings, watering places, water, conveniences and accommodations of, or belonging to, or connected with the railways or undertakings the subject of any such agreement or arrangement, and in all respects upon such terms and conditions, and upon payment of such tolls, rates, or charges, or for such other consideration, either annual or in gross, or otherwise, as may be agreed upon between the Company and the six Companies, or any or either of them parties to any such agreement or arrangement, 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 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 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 East Riding of the county of York, at his office at Beverley, in the said East Riding; and 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 also proposed 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 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.

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 William 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; 6th William IV., cap. 80; 6th Vic., cap. 7; 8th and 9th Vic., cap. 51; and 9th and 10th Vic., cap. 241, relating to the Hull and Selby Railway Company; 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. 168; 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 in such Acts recited or referred to relating to the Great Northern Railway Company or their undertakings; 1st and 2nd William IV., cap. 60; 2nd William IV., cap. 69; 5th William IV., cap. 30; 6th and 7th William IV., cap. 111; 7th William 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 in such Acts recited or referred to relating to the Lancashire and Yorkshire Railway Company, or their undertakings. "The West Riding and Grimsby Railway Act, 1862," 10th and 11th Vic., cap. 291; 11th and 12th Vic., cap. 65; 13th and 14th Vic., caps. 35 and 57; 15th and 16th Vic., cap. 153; 22nd and 23rd Vic., cap. 101; 24th and 25th Vic., cap. 169; 25th and 26th Vic., caps. 129 and 141; and 26th and 27th Vic., cap. 146, and any other Acts relating to the South Yorkshire Railway and River Dun Company, or their undertakings; 12th and 13th Vic., cap. 81; 13th and 14th Vic., cap. 94; 15th and 16th Vic., caps. 83 and 144; 16th and 17th Vic., caps. 52 and 145; 18th and 19th Vic., caps. 91 and 129; 21st and 22nd Vic., caps. 75 and 113; 22nd and 23rd Vic., cap. 5; 24th and 25th Vic., caps. 86 and 156; 25th and 26th Vic., caps. 91, 98, and 112, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, or their undertakings; and 1st Geo. IV., cap. 39; and 9th Geo. IV., cap. 98, and any other Acts relating to the undertakers of the Navigation of the Rivers Aire and Calder; 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 authorised 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.

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.

Henley-in-Arden Railway.

(Extension of Time; Extensions of Railway to Studley and Hampton-in-Arden; Change of Name; Working Arrangements; Additional Powers; Additional Capital; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the

ensuing session for leave to bring in a Bill for all or some of the following purposes (that is to say):

1. To extend the time granted for the compulsory purchase of lands, authorized to be purchased by the Henley-in-Arden Railway Act, 1861, and for the completion of the railway and works by that Act authorized, and to make all provisions in any way incident or accessory to such purpose.

2. To enable the Henley-in-Arden Railway Company, hereinafter called "The Company," to make or maintain the following extension railways, or one of them, with all proper works, approaches, stations, and other conveniences connected therewith, respectively (that is to say):

First. An extension railway, commencing by a junction with the authorized line of the Henley-in-Arden Railway, in the field described as No. 21 on the deposited plans of the last-mentioned railway, belonging to Sir Charles Frederick Smythe, Baronet, and in the occupation of George Bridge, in the parish of Beaudesert, and county of Warwick, at a point marked on the said deposited plans as being three miles from the commencement of the said authorized railway, passing through or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say): Beaudesert, Henley-in-Arden, Ullenhall, Wootton Wawen, Moreton Bagot, Studley, Ipsley, Coughton, Sambourne, and Spernal, all in the county of Warwick, and Oldberrow, in the county of Worcester, and terminating by a junction with the authorized line of the Evesham and Redditch Railway, in a field in the hamlet of Sambourne, in the county of Warwick, numbered 9 on the deposited plans of the last-mentioned railway, belonging to Sir William Throgmorton, Baronet, and in the occupation of Joseph Richards, at a point three chains or thereabouts from the turnpike road from Studley to Bromsgrove.

Second. An extension railway, commencing by a junction with the said authorized line of the Henley-in-Arden Railway at a point four chains or thereabouts from the junction thereof with the Birmingham and Oxford Junction Railway (belonging to the Great Western Railway Company), in a field in the parish of Rowington, in the county of Warwick, numbered 2 on the deposited plans of the said Henley-in-Arden Railway, belonging to Joseph Holland Burbery, Esquire, and in the occupation of William Bolton, passing through or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say), Rowington, Lapworth, Kingswood, Baddesley Clinton, Knowle, Bars-ton, Balsall, Kinwalsey, Diddington, and Hampton-in-Arden, all in the said county of Warwick; and terminating by a junction with the line of the Midland Railway from Whitacre to Hampton, at a point in the said parish of Hampton-in-Arden, and county of Warwick, situated fourteen chains and fifty links or thereabouts from the junction of the said last-mentioned line of the Midland Railway with the main line of the London and North-Western Railway.

To stop up, alter, or divert, either temporarily or permanently, such turnpike and other roads, railways, tramways, canals, sewers, drains, brooks, streams, waters, and watercourses, as it may be necessary or expedient for all or any of the purposes of the said railways and works, or any of them, or of the intended Act.

To purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, for the purpose of such railways and

works, and of the said intended Act, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken, or which may interfere with the objects of the intended Act.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, and to confer exemptions from the same, and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Act to empower the Company, and all, any, or either of the following railway Companies—namely, the Great Western Railway Company, the Midland Railway Company, and the London and North-Western Railway Company (herein called the three Companies), to enter into and carry into effect contracts and agreements with respect to the construction, working, maintenance, and use by all, any, or either of the three Companies, or by the Company, and all, any, or either of the three Companies of the authorized Henley-in-Arden Railway, and of the said intended railways and works, or any part thereof, and the interchange, conduct, regulation and management of the traffic passing to and from the railways of the Company from or to the railways of the said other Companies, or any of them, and for the fixing, levying, dividing, and apportionment of the tolls and charges and profits arising from such traffic, and to enable the said Companies, or any one or more of them, to levy tolls or make charges on the said railways, or any part thereof, and to grant exemptions therefrom, and, if necessary or expedient, to provide for the appointment of a joint committee for any of the purposes of the intended Act, and to confer on such committee such powers as may be necessary and expedient.

To enable the Company to apply their existing funds, and any money which they have still power to raise to the purposes of the said intended railways and works, or any of them, and for the same purposes to raise additional capital, by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and other special privileges.

And it is proposed by the said intended Act to change the name of the Company from "The Henley-in-Arden Railway Company" to "The Hampton and Studley Railway Company," or to such other name as may be fixed by the said intended Act.

And so far as may be necessary, to repeal, alter, amend, extend, or enlarge all or any of the provisions of the several local and personal Acts following, or some of them (that is to say):—The Henley-in-Arden Railway Act, 1861; the Act 5 and 6 William 4, cap. 107, being the Act incorporating the Great Western Railway Company, and all other Acts relating to or affecting that Company or its undertaking; the Act 7 and 8 Vict., cap. 18, being the Act incorporating (by amalgamation) the Midland Railway Company, and all other Acts relating to or affecting that Company, or its undertaking; and the 9 and 10 Vict., cap. 204, being the Act incorporating (by amalgamation) the London and North Western Railway Company, and all other Acts relating to or affecting that Company, or its undertaking.

And notice is hereby further given, that duplicate plans and sections, describing the line or situation of the said extension railways and works, and the lands and houses to be taken for the purposes thereof, together with a book of reference to such plans, and also a copy of this notice, as

published in the London Gazette, together with a published map with the line of the intended railways delineated thereon, will, on or before the 30th day of November instant, be deposited for public inspection at the offices respectively of the Clerks of the Peace for the said counties of Warwick and Worcester, situate respectively at Stratford-upon-Avon and Bewdley. And on or before the same day a copy of so much of the said plans and sections, and book of reference, as relates to each of the said parishes in or through which the said several railways and works will pass or be situate, and also a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence, or in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

And notice is hereby lastly given, that printed copies of the said 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 5th day of November, 1863.

Reece, Wilkins, and Blyth, Solicitors, 10, Saint Swithin's-lane, London, E.C.

Holmes, Anton, Turnbull, and Sharkey, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1864.

Holborn Valley Improvement.

(Formation of Viaduct or Raised Way between Hatton-garden and the Old Bailey; New Streets, Improvements, and Communications between or in Streets adjoining Holborn and Farringdon-road, Farringdon-street, Skinner-street, King-street, Newgate-street, &c.; Powers to Corporation of London; 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 authorize the Corporation of the City of London to make the viaduct or raised way, new streets and improvements of streets hereinafter mentioned, or any of them (that is to say):—

A viaduct or raised way, for the purpose of a high-level street or road, commencing on Holborn-hill, at or near Ely-court, in the parish of St. Andrew, Holborn, and the liberties of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, or one of them, in the City of London and county of Middlesex, or one of them, and terminating in Skinner-street, in the parish of St. Sepulchre, in the city of London, at or near the Old Bailey.

A new street, commencing in the said parish of Saint Andrew Holborn, and the said liberties, or some or one of them, at or near the junction of Hatton-garden with Holborn-hill, and terminating in the Farringdon-road at a place in that road nearly opposite the spot where the intended new line of street from the Metropolitan Meat Market will join Farringdon-road, near the present junction of West-street with Farringdon-road, in the said parish and liberties, and in the parish of Saint Sepulchre, London, some or one of them.

A new street, commencing at or near Saint Sepulchre's Church, and on the northern side of Skinner-street, in the parish of Saint Sepulchre, in the city of London, and terminating in Farringdon-road, about fifty yards to the north of Snow-hill, in the said parish, and in the parish of Saint Andrew, Holborn, or one of them.

A new street commencing by a junction with

Shoe-lane, in the parish of Saint Andrew, Holborn, near to Saint Andrew's Church, passing under the viaduct, and terminating in the said intended new street first hereinbefore described, at a point about forty-five yards west of its intended junction with Farringdon-road, in such parish, and in the said liberties, or some or one of them.

A widening on the western side of that part of Farringdon-road which is situate between Holborn-hill and the junction of the intended street first hereinbefore described, nearly opposite West-street, in the parishes of Saint Andrew, Holborn, and Saint Sepulchre, London, and in the said liberties, or some or one of them.

An alteration of the levels of Farringdon-street and Farringdon-road, commencing in the parishes of Saint Sepulchre, London, and Saint Andrew, Holborn, or one of them, at or near Newcastle-street, and terminating in the parish of Saint James, Clerkenwell, and the said liberties of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, or some or one of them, about 230 feet north of New Charles-street, and in connection therewith to alter and improve the levels of the street authorized by "The Metropolitan Meat and Poultry Market (Western Approach) Act, 1862," in the said parishes and liberties, and in the parish of Saint Sepulchre, Middlesex, or some or one of them.

A widening of the western end and northern side of Newgate-street, commencing at the corner of Giltspur-street, in the parish of Saint Sepulchre, London, and terminating at and including the house No. 105, Newgate-street, in the parish of Christ Church, Newgate-street.

A widening of King-street, in the parish of Saint Sepulchre, London, commencing at or near its junction with Smithfield, and terminating at its junction with Snow-hill.

The said viaduct or raised way, new lines of street, widenings, alterations, and other improvements of streets, and the lands, houses, and property which will or may be taken under the powers of the Bill, are or will be situate in, or pass from, in, through, or into the parishes, townships, liberties or places of Saint Sepulchre, and Saint Andrew, Holborn, Saffron-hill, Hatton-garden, Ely-rents, Ely-place, and Christ Church, Newgate-street, in the city of London, and Saint Sepulchre, Saint James, Clerkenwell, and the liberties of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, in the county of Middlesex, some or one of them.

In connection with the said viaduct or raised way, new streets, and other improvements, or any of them, and as part of the works, and within the several parishes, liberties, and places before mentioned, or any of them, to make and maintain junctions and communications with any existing streets which may be intersected or interfered with, or be contiguous to the lines of the intended viaduct or raised way, new streets and improvements, or any of them; and to alter the line or levels of any existing streets, roads, or ways, public or private, or the pavements thereof, for the purpose of connecting the same with the said intended viaduct or raised way, new streets and improvements, or of crossing under or over the same, or otherwise; and to stop up and appropriate for the purposes of the works, and for the erection of houses and buildings, Snow-hill, the southern ends of King-street, and of Ely-place, Field-lane and Great Saffron-hill, between Holborn-hill and Charles-street, the present roadway of Skinner-street and Holborn-hill, and any other streets and any courts, yards, squares, passages, alleys, and places within the limits of lateral deviation, to

be described on the plans hereinafter mentioned; to deviate from the lines and levels of the intended works; and to construct, alter, divert, and stop up all such sewers, drains, subways, and works as are necessary or incident to the formation of the proposed viaduct or raised way, new streets and improvements, or any of them.

To authorize the compulsory purchase of lands, houses, and property, and of easements over or under lands and houses, for the purposes of the said intended viaduct or raised way, new streets and improvements, and for the erection of houses and buildings adjoining and near such viaduct or raised way, new streets and improvements, or other works within the several parishes, liberties, and places before mentioned; and to authorize the leasing and re-sale of lands.

To charge the expenses of the works to be authorized by the said intended Bill upon the duty referred to in the 2nd section of the "London Coal and Wine Duties Continuance Act, 1863," and to authorize the appropriation to that purpose of any moneys arising from that duty.

To authorize the Corporation to raise money on mortgage, bond, or annuity, or otherwise, and to apply for the purposes of the Bill any moneys under their control.

To make provision for the repair and maintenance of the streets, viaduct, and roadway of the same, sewers, subways, and other works, by the Commissioners of Sewers for the city of London, and liberties thereof, or other bodies within their respective jurisdictions.

To vary and extinguish all rights and privileges which will interfere with the objects of the Bill, to confer exemptions from rates, and other rights and privileges.

To alter and amend, so far as may be necessary, some of the powers and provisions of the several Acts of Parliament following (that is to say):—26 and 27 Vict., cap. 46, and the other Acts relating to the London Coal and Wine Duties; "The Metropolitan Meat and Poultry Market (Western Approach) Act, 1862," "The London, Chatham, and Dover Railway (Metropolitan Extensions) Act, 1860," and any other Acts relating to those extensions; and "The London City Improvement Act, 1847;" and to make the provisions of such last-mentioned Act applicable to the objects and purposes of the intended Bill, subject to certain modifications.

On or before the 30th day of November instant, plans and sections, describing the lines and levels of the intended viaduct or raised way, new streets and improvements, and the lands, houses, and property which may be taken for the purposes thereof, with a book of reference to the plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the city of London, at his office at the Old Bailey, and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to any of the parishes or places aforesaid, in or through which the intended viaduct or raised way, new streets and improvements will be made, and in which the lands, houses, or property which will or may be taken are situate, with a copy of this notice, will be deposited as follows: As regards any parish in the city of London, with the parish

clerk of such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some adjoining parish, at his residence; and as regards any parish, liberty, or place in the Holborn district, with the clerk of the Holborn District Board of Works, at his office in that district; and as regards the parish of Saint James, Clerkenwell, with the vestry clerk of the united parishes of Saint James and Saint John, Clerkenwell, at his office.

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

Dated this 11th day of November, 1863.

T. J. Nelson, Acting Remembrancer, Guildhall.

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

Newtown and Machynlleth and Aberystwith and Welsh Coast Railways.
(Provisions for Completion by Newtown and Machynlleth Railway Company, and for Opening of Aberystwith and Welsh Coast Railways from Machynlleth to Aberystwith—Powers to said Company and Aberystwith and Welsh Coast Railway Company in reference thereto—Revival and Extension of Time for Purchase of certain Lands under the Newtown and Machynlleth Railway Act, 1857—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 authorise the Newtown and Machynlleth Railway Company (hereinafter called "The Company"), to make, complete, and maintain so much of the railway from Aberystwith, in the county of Cardigan, to near the Penmochno embankment, in the parish of Llan-cynfelyn in the same county, authorized by "The Aberystwith and Welsh Coast Railway Act, 1861," and therein called railway No. 1, as is not completed by the Aberystwith and Welsh Coast Railway Company, and to have and exercise all the powers, rights, privileges, and authorities of that Company for making, completing, and maintaining the same, and all necessary or convenient approaches, stations, works, and conveniences connected therewith (including powers for the compulsory purchase of lands and of levying tolls, rates, duties, and charges), and all such other powers, rights, privileges, and authorities for the purposes aforesaid as may be necessary or convenient, freed and discharged from the restriction imposed by the said Act upon the Aberystwith and Welsh Coast Railway Company, against making the said railway more expeditiously than certain other railways in the said Act mentioned.

And it is proposed by the intended Act to make provision for the speedy opening throughout for public traffic of the said railway, and of the railway called in the same Act railway No. 5 (being a continuation of railway No. 1 from the terminus thereof at Llan-cynfelyn to the Newtown and Machynlleth Railway, in the parish of Machynlleth), by the Company and the Aberystwith and Welsh Coast Railway Company, or one of them, and to confer powers upon the said Companies respectively, to run over and use with their engines and carriages of every description, and for the purposes of their traffic, so much of the said railways No. 1 and No. 5 respectively as may have been made or completed, or comprised in the undertaking of the other of them, and the approaches, stations, works, and conveniences connected therewith, upon such terms and conditions as may be agreed upon between them; or, failing agreement, as may

be settled by arbitration, or otherwise, as may be prescribed in, or provided for by, the intended Act, and to authorise agreements between the said Companies, with respect to all or any of the matters aforesaid, and otherwise with respect to the said railways and the traffic of the said Companies respectively, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to confer upon the said Companies respectively all necessary and proper powers for carrying all or any such agreements into effect, and to vary and annul all other agreements between the said Companies, or either of them, and any other Companies or Company, which would prevent or hinder any of the purposes aforesaid being fully effected.

And it is proposed by the intended Act to revive and extend the time limited by the Newtown and Machynlleth Railway Act, 1857, for the compulsory purchase of certain lands in the parish of Llanwnog, in the county of Montgomery, authorized to be taken under that Act for the purposes thereof, and to take powers for the purchase of lands and buildings by agreement, and to vary or extinguish all existing rights or privileges connected with any lands or buildings to be purchased under the powers of the Act, or which would, or might, prevent or obstruct any object or purpose of the Act being fully effected, and to authorise the levying of tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges, and to authorize the Company to raise further sums of money by the creation of ordinary, guaranteed, preference, or debenture shares or stock, and by borrowing on mortgage or otherwise.

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:—"The Aberystwith and Welsh Coast Railway Act, 1861;" "The Aberystwith and Welsh Coast Railway Act, 1862;" "The Aberystwith and Welsh Coast Railway Act, 1863;" "The Manchester and Milford Railway Act, 1860;" "The Manchester and Milford Railway (Aberystwith Branch) Act, 1861;" "The Newtown and Machynlleth Railway Act, 1857;" "The Newtown and Machynlleth Railway Act, 1863;" "Dovey Reclamation Act, 1862."

And notice is hereby also given, that copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated this 13th of November, 1863.

Howell and Morgan, Solicitors, Machynlleth.

In Parliament.—Session 1864.

Manchester and Milford Railway.

(Extension of Time for Construction of Works; Extension of Time and Renewal of Power for taking Land; Deviation of Aberystwith Branch and portion of Main Line, New Lines, and use of part of Aberystwith and Welsh Coast Railway and Station; Abandonment of part of Llangurig Branch of Mid-Wales Railway; Joint Station at Aberystwith; Powers of Construction to and Arrangements with the Carmarthen and Cardigan, Aberystwith and Welsh Coast, Oswestry and Newtown, Llanidloes and Newtown and Mid-Wales Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise and effect

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

To enable the Manchester and Milford Railway Company (hereinafter called "the Company") to make and maintain the following railways, or some of them, with all necessary and convenient stations, wharves, yards, approaches, roads, communications, and other works and conveniences connected therewith, viz. :—

1. A railway, hereinafter called Railway No. 1, commencing in the parish of Llangurig, and county of Montgomery, by a junction with the authorized main line of railway of the Company, at a point about 160 yards to the west of the road leading up to the Tan-y-Llwyn Farm, where that road is crossed by the said railway on the level, and terminating in the parish of Caron uwch Clawdd, and county of Cardigan, by a junction with the authorized main line of railway of the Company, at or near the furlong point marked 7, shown on the plans deposited for the purposes of the said railway in November, 1859, with the Clerk of the Peace for the county of Cardigan, and indicating 24 miles 7 furlongs from the commencement of the said railway, which said intended Railway No. 1 will pass from, through, or into the parishes and places following, or some of them, viz.: Llangurig, in the county of Montgomery; Llanfihangel-y-Croyddyn, Upper Llanfihangel-y-Croyddyn, Lower Llanfihangel-y-Croyddyn, Llantrisant, Gwnnws Ysppyty Ystwyth Llanafan Ystrad Meyric Llanwnws Caron uwch Clawdd, and Llanfihangel Lledrod, in the county of Cardigan.

2. A railway (hereinafter called Railway No. 2) situate wholly in the said parish of Llangurig and county of Montgomery, commencing by a junction with the authorised Llangurig Branch of the Mid-Wales Railway, at a point upon that railway shown upon the plan deposited for the purposes of the said Llangurig Branch with the Clerk of the Peace for the county of Montgomery, in November, 1862, by a figure 1, indicating 6 miles 1 furlong from the commencement of the said branch railway, and terminating by a junction with the intended railway No. 1 in a field belonging or reputed to belong to George Hammond Whalley, Esquire, in the occupation of John Bywater, and called or known as Gwaelod Cae Mawr.

3. A railway (hereinafter called Railway No. 3) situate wholly in the said parish of Llangurig, and county of Montgomery, commencing by a junction with the intended Railway No. 1 in a field belonging or reputed to belong to George Hammond Whalley, Esquire, in the occupation of Evan Jones, called or known as Cae Beds, and terminating by a junction with the intended Railway No. 2, in a field belonging or reputed to belong to the said George Hammond Whalley, Esquire, and in the occupation of William Brown, and called or known as Porfa-r-felin.

4. A railway (hereinafter called Railway No. 4), commencing by a junction with Railway No. 1, in the parish of Ystrad Meyric, and county of Cardigan, in a field belonging to, or reputed to belong to the Earl of Lisburne, and in the occupation of Thomas Parry, and called or known as the Cae du, and terminating in the parish of Llanbadarn fawr, and county of Cardigan, by a junction with the authorized Harbour branch of the Aberystwith and Welsh Coast Railway Company, at or near the point where that branch crosses the public road shown on the plans deposited for the purposes of the said Harbour Branch of the Aberystwith Welsh

Coast Railway, with the Clerk of the Peace for the county of Cardigan, in November, 1862, at or near the furlong point marked 3, and denoting a distance of 3 furlongs from the commencement of the said Harbour Branch, which said intended railway will pass through or into the parishes or places following, or some of them, viz.:—Gwnnws Ysppyty Ystwyth, Caronuwch, Clawd, Ystrad Meyric, Llanwnws, Llanfihangel, Lledrod, Llanafan, Llanfihangel-y-Croyddyn, Llantrisant, Upper Llanfihangel-y-Croyddyn, Lower Llanfihangel-y-Croyddyn, Llanilar Llanllar, Upper Llanilar, Lower Llanilar, Upper Llanllar, Lower Llanllar, Rhostie Llan-y-Chaiarn, Lower Llanbadarn-y-Croyddyn, Upper Llanbadarn-y-Croyddyn, Aberystwith, Llanbadarn fawr, Ucha Yndre, and Issa-Yndre, all in the county of Cardigan.

5. A railway (hereinafter called Railway No. 5), situate wholly in the parish of Ystrad Meyric, and county of Cardigan, commencing by a junction with the intended Railway No. 4, in a field called or known as Bron Meyric or Waun isaf, belonging, or reputed to belong to Richard Evans, Esquire, and in his own occupation, and terminating by a junction with the intended Railway No. 1, in a field called Gors or Waun, belonging or reputed to belong to the Earl of Lisburne, and in the occupation of Thomas Parry.

6. A railway (hereinafter called Railway No. 6), situate wholly in the parish of Llanbadarn fawr, and county of Cardigan, commencing by a junction with the authorized Harbour Branch of the Aberystwith and Welsh Coast Railway, at or near a point about 1 furlong 7 chains from the point shown on the plans deposited for the purposes of the said Harbour Branch, with the Clerk of the Peace for the county of Cardigan, as aforesaid; as the point at which the said Harbour Branch will commence, and terminating by a junction with the authorized line of the Aberystwith and Welsh Coast Railway, at a point $9\frac{1}{2}$ chains, or thereabouts, from the commencement of the railway authorized by the Aberystwith and Welsh Coast Railway Act, 1861, and therein referred to as Railway No. 1.

7. A railway (hereinafter called Railway No. 7), commencing by a junction with Railway No. 1, in the parish of Ysppyty Ystwith, and county of Cardigan, in a field belonging or reputed to belong to William Chambers, Esq., and in his own occupation, and called or known as Logau les, and terminating in the parish of Llanbadarn fawr, and county of Cardigan by a junction with the authorized Harbour Branch of the Aberystwith and Welsh Coast Railway, at or near the point where that branch crosses the public road shown on the plans deposited for the purposes of the said Harbour Branch of the Aberystwith and Welsh Coast Railway, with the Clerk of the Peace for the county of Cardigan, at or near the furlong point marked 3, and denoting 3 furlongs from the commencement of the said Harbour Branch, which said intended railway will pass from, through, or into the parishes and places following, or some of them, viz., Gwnnws, Ysppyty Ystwith, Caron uwch Clawdd, Ystrad Meyric Llanwnws, Llantrisant, Llanfihangel Lledrod, Llanafan, Llanfihangel y Croyddyn, Upper Llanfihangel y Croyddyn, Lower Llanfihangel y Croyddyn, Llanilar, Llanlla, Upper Llanilar, Lower Llanilar, Upper Llanllar, Lower Llanllar, Rhostie, Llan y Chaiarn, Lower Llanbadarn y Croyddyn, Upper Llanbadarn y Croyddyn, Aberystwith, Llanbadarn fawr, Uchayndre, Issa Yndre, all in the county of Cardigan.

To stop up, alter, divert, or break up, or other-

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

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

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

To authorize the Company to apply their corporate funds to the purposes of the said intended Act or any of them.

To empower the Company on the one hand, and the Carmarthen and Cardigan, the Aberystwith and the Welsh Coast, the Oswestry and Newtown, the Llanidloes and Newtown, and the Mid-Wales Railway Companies, hereinafter called the five Companies, or one or more of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction, maintenance, working, and using, by any of the contracting parties of the railways and works of the other of them, or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income arising therefrom, and the employment of officers and servants.

To authorize the Company and the Mid-Wales Railway Company, or the Company and the Aberystwith and Welsh Coast Railway Company, jointly to make, maintain, and use, the whole, or part or parts of the intended railways, together with all proper works, stations and conveniences connected therewith, to appoint joint committees for the management thereof, and to apply their respective corporate funds to that purpose.

To enable the Company, and any Company, by whom the said intended railways No. 4 and 7, or either of them, may at any time hereafter be lawfully worked or used, to run over, work, and use, with their engines, carriages and waggons of every description, and with their clerks, officers, and servants, so much of the Aberystwith and Welsh Coast Railway as is situate between the commencement of that railway at Aberystwith and a point five furlongs from the said commencement, and also the Harbour Branch of the Aberystwith and Welsh Coast Railway, including the Aberystwith station, together with all stations, sidings, watering places, water platforms, approaches, turntables, and other works and con-

conveniences connected with so much of the Aberystwith and Welsh Coast Railway as aforesaid, and with the said station, upon such terms and conditions, and on payment of such tolls and charges as may be agreed upon, or, as in case of difference, shall be settled by arbitration.

To authorize the Company, and the Aberystwith and Welsh Coast Railway Company, to make and maintain jointly and for their joint use a station or stations at Aberystwith, with all proper and convenient approaches, yards, works, and conveniences connected therewith, to appoint joint committees for the management thereof, and to apply their respective corporate funds to the purposes aforesaid.

To enable the Company to abandon so much of their authorized main line of railway as lies between the point herein described as the commencement of the intended railway No. 1, and the point herein described as the termination of the said intended railway No. 1, and also to abandon the whole of their authorized Aberystwith Branch Railway.

To enable the Mid-Wales Railway Company to abandon so much of their authorized Llangurig Branch as lies between the point of junction therewith of railway No. 2, and the junction of the said Llangurig Branch of the Mid-Wales Railway with the authorized Main Line of the Manchester and Milford Railway.

To extend the time limited by the Manchester and Milford Railway Act, 1860, for the execution of works, and the Manchester and Milford Railway (Aberystwith Branch) Act, 1861, for the purchase of land and execution of works, and to revive and extend the Company's powers, under the Manchester and Milford Railway Act, 1860, to take lands and hereditaments by compulsion.

To enable the Company, if they shall think fit, to apply the capital authorized to be raised by the Manchester and Milford Railway (Aberystwith Branch) Act, 1861, to the construction and purposes of the intended Railways No. 4 and 7, or either of them, and to vest in the holders of that capital, subject to the Company's right to use the said Railways, or either of them, power to elect directors for the separate management of those railways, or either of them, and to depute to them all or any of the powers which otherwise might be exercised by the directors of the Company with respect to those railways, or either of them, and to authorize, if necessary, the separate working of those railways, or either of them, and the application and division of the profits of those railways, or either of them, to the holders of that capital.

And to authorize the five Companies, or any one or more of them, to contribute and subscribe for and hold shares in the capital of the Company, to apply their existing authorized capital to such purpose, or to raise further sums of money by new shares, with or without a preference dividend over their respective ordinary shares, and by mortgage or bond, or to guarantee out of their respective revenues to the Company interest on the share or loan capital of the Company or part thereof.

To repeal sections 37, 38, 39, 40, and 41 of the Aberystwith and Welsh Coast Railway Act, 1863, and to alter, amend, or repeal some or any of the other provisions of that Act, and of the Aberystwith and Welsh Coast Railway Act, 1861, and of the following Acts, or some of them, that is to say: "The Manchester and Milford Railway Act, 1860," "The Manchester and Milford Railway (Aberystwith Branch) Act, 1861," and "The Llanidloes and Newtown (Mid-Wales and Manchester and Milford) Railway

Act, 1862," relating to "The Manchester and Milford Railway Company, Local and Personal Acts" following, or some of them (that is to say): 18 and 19 Vict., c. 86; 23 and 24 Vict., c. 101, 108, and 139; 24 and 25 Vict., c. 17 and 108; and the 26 and 27 Vict., c. 96, relating to the Oswestry and Newtown Railway Company; 16 and 17 Vic., c. 143; 19 and 20 Vic., c. 22; 22 and 23 Vic., c. 30; 24 and 25 Vic., c. 90; 25 and 26 Vic., c. 162, relating to the Llanidloes and Newtown Railway Company; 24 and 25 Vic., c. 181; 25 and 26 Vic., caps. 176 and 212; and the 26 and 27 Vic., caps. 141 and 179, relating to the Aberystwith and Welsh Coast Railway Company, the Mid Wales Railway Act, 1859, the Mid Wales Railway (Extensions) Act, 1860, the Mid Wales Railway Act, 1861; the Mid Wales Railway (Deviations) Act, 1862, and the 26 and 27 Vic., caps. 2 and 80, relating to the Mid Wales Railway Company, the Carmarthen and Cardigan Railway Act, 1854; the Carmarthen and Cardigan Railway (Deviation) Act, 1855; the Carmarthen and Cardigan Railway (Deviation) Act, 1858; the Carmarthen and Cardigan Railway Act, 1862, and the 26 and 27 Vict., cap. 169; and all other the Acts relating to the Carmarthen and Cardigan Railway Company.

Duplicate plans and sections, showing the line, situation and levels of the said intended railways and works, and the lands in or through which the same are intended to be made, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Montgomery, at his office at Welshpool, in the said county, and with the Clerk of the Peace for the county of Cardigan, at his office at Aberystwith, in the said county, and that on 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 intended railways and works will be made, together with a copy of the said Gazette Notice, will be deposited for public inspection with the parish clerk of such parish or division of parish, at his residence, or in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 10th day of November, 1863.

G. E. Forster, 89, Chancery-lane, Solicitor for the Bill.

Henry Moon, 6, Manchester Buildings, Westminster, Parliamentary Agent.

Bolton Improvement.

(Extension of Waterworks; Additional Sources of Supply; Supply from Turton and Entwisle Reservoir; Public Park; Town Hall; Approaches; Additional Money; Alteration of Rates; Amalgamation of Funds and Accounts; Amendment of Acts.)

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

To enable the mayor, aldermen, and burgesses of the borough of Bolton, in the county of Lancaster (in this notice referred to as the Corporation), to make and maintain the reservoirs, aqueducts,

and waterworks hereinafter mentioned, or any of them, or any part or parts thereof (that is to say):—

A reservoir in the township of Sharples, in the parish of Bolton-le-Moors, to be situate at, on, or near a certain brook called "The Hordern Brook," and at or near a place there called "The Wards Reservoir," upon land situate on the westerly side of the turnpike-road leading from Sharples to Hoghton, in the said county, belonging to the Reverend Charles Wright and another, and in the occupation of John Hick, Esquire, and others.

An aqueduct, conduit, or catchwater drain, wholly in the said township of Sharples, commencing at Grange-brook, near to Folds-pastures, and terminating in the intended reservoir next hereinafter-mentioned, on the north-westerly side thereof, near the Wrights' Arms Inn.

A reservoir in the said township of Sharples, to be situate in or near a certain close of land called "The Folds Pasture," belonging to the said Reverend Charles Wright and another, and in the occupation of the said John Hick, and lying on the south-westerly side of the said Sharples and Hoghton turnpike-road.

An aqueduct or conduit, wholly in the said township of Sharples, commencing at the intended reservoir lastly before-mentioned, on the south-easterly side thereof, and terminating at the Spring-water reservoir, near Belmont, in Sharples aforesaid, belonging to the Corporation, on the westerly side thereof.

An aqueduct or conduit, wholly in the said township of Sharples, commencing at the intended reservoir first hereinbefore-mentioned, on the easterly side thereof, near to the bed of the Hordern-brook, on the westerly side of the said Sharples and Hoghton turnpike-road, and terminating at the said Spring-water reservoir, near Belmont aforesaid, belonging to the Corporation, on the westerly side thereof.

An aqueduct, commencing at the said Spring-water reservoir, at the north-easterly side thereof, in the township of Sharples, and passing from, in, and into the townships of Sharples and Longworth, or one of them, in the said parish, and terminating in the next-mentioned intended reservoir, on the south-westerly side thereof, at or near a field called Oak-field, near the road leading from Critchley-fold to Longworth Hall, in the said township of Longworth.

A reservoir, in the said township of Longworth and in the township of Turton, in the said parish of Bolton-le-Moors, to be situate at, upon, or near a certain brook or stream, called the Delf Brook, and its tributaries, and the lands adjoining thereto respectively, and near to the Unitarian Chapel known as the "Walmsley Chapel," and which said last-mentioned intended reservoir is intended to commence at or near to a place called Hole Bottoms, and to terminate at or near certain fields in the said township of Longworth, belonging or claimed to belong to William Hulton, Esq., in the several occupations of Robert Hornby and William Walmsley, and at or near certain fields in the said township of Turton, claimed to belong to Arabella Penelope Eliza Hoare and Peter Richard Hoare, Esquire, and in the occupation of James Mayoh, of Whittle.

An aqueduct, conduit, or catchwater drain, in the said township of Turton, commencing in or near a new plantation, part of a certain field called "The Rough Meadow," claimed to belong to, and in the occupation of, the said Arabella Penelope Eliza Hoare and Peter Richard Hoare, and terminating by a junction with the last-mentioned intended reservoir in or near a certain field called "the Marled Earth," claimed to belong to the said Arabella Penelope Eliza Hoare and Peter Richard

Hoare, and in the occupation of the said James Mayoh, all in the said township of Turton.

An aqueduct or conduit, commencing in the said townships of Longworth and Turton, or one of them, at the last-mentioned intended reservoir, on the easterly side thereof, near the Delf Brook, and thence passing from, in, through, or into the several townships of Longworth, Turton, Sharples, and Little Bolton, in the said parish of Bolton-le-Moors, and terminating at a reservoir in the said township of Sharples, called Sweetloves Reservoir, belonging to the Corporation.

A reservoir in the said township of Turton, and in the township of Entwisle and the township of Edgeworth, both in the said parish of Bolton-le-Moors, to be situate at, upon, and near to certain brooks or streams there respectively called or known as the Bradshaw Brook, in the said townships of Turton and Entwisle, or one of them, and the Wayoh Brook, in the said townships of Entwisle and Edgeworth, or one of them, and upon lands adjoining and near to such brooks respectively, at and near to the junction thereof, and which said last-named reservoir is intended to commence upon the Bradshaw Brook at a distance of 20 chains or thereabouts, measured in a direct line from the foot of the embankment of the Turton and Entwisle Reservoir, in lands belonging or claimed to belong to Arabella Penelope Eliza Hoare, and Peter Richard Hoare, and John Barlow, and in the occupation of the said Arabella Penelope Eliza Hoare, and Peter Richard Hoare, and of James Draper, and to commence upon the Wayoh Brook, near to the Know Mill, in lands belonging or claimed to belong to the representatives of the late William Rostron, deceased, and in the occupation of the Know Mill Printing Company, and is intended to terminate on and near to the bed of the Bradshaw Brook, at a distance of 29 chains or thereabouts to the south of the junction of the said Bradshaw and Wayoh Brooks, in lands belonging or claimed to belong to the said Arabella Penelope Eliza Hoare, and Peter Richard Hoare, and to William Plant Woodcock, the representatives of the late Thomas Fogg, deceased, and James Kay, and in the occupation of the representatives of James Dearden, deceased, and of Richard Ramwell, Betty Ramwell, James Waddiker, and Kay Almond.

To enable the Corporation to acquire, purchase, or take compulsorily, or by agreement, from the Commissioners of the Turton and Entwisle Reservoir, and all other persons and bodies interested therein, and to hold the reservoir called the Turton and Entwisle Reservoir, situate in the townships of Turton and Entwisle, in the said parish of Bolton-le-Moors, and the waters flowing thereto and therein, and the lands, works, powers, and undertaking of the said Commissioners, and to appropriate and apply the waters so acquired to and for the purposes of the water supply to the borough of Bolton and any other district or districts which the Corporation are now or may be at any time authorised to supply with water, and to authorise or require the said Commissioners and other parties to sell or transfer such reservoir, lands, undertaking, and premises.

To authorise the said Commissioners and the Corporation to agree as to the supply of water from the said Turton and Entwisle Reservoir to the Corporation, or to prescribe in the Bill the terms on which such water shall be taken by arbitration or otherwise; and to prescribe or authorise other arrangements with reference thereto, and as to the terms of purchase and the debts of the Commissioners and the rights and interests of any parties in their undertaking.

To authorise the corporation to make and maintain an aqueduct or conduit, commencing in the

said township of Entwisle, at or near the south-easterly end of the said Turton and Entwisle Reservoir, and running in, through, and into the several townships of Entwisle, Turton, Little Bolton, and Sharples, and terminating at the said reservoir, in the said township of Sharples, called the Sweetloves Reservoir, belonging to the Corporation.

In connection with the said reservoirs, aqueducts, and waterworks, to authorise the stopping up, diversion, or alteration of line or levels of any public or other road, highway, or footpath, railway, tramway, canal, cut, or other work, the construction and maintenance of embankments, cuts, tunnels, dams, weirs, sluices, drains, sewers, feeders, bridges, conduits, lines of pipes, and other works, and the taking, diversion, impounding, collection, storing and use of the waters of the said brooks, called the Hordern Brook, Grange Brook, Delf Brook, Wayoh Brook, Bradshaw Brook, and of the Cadshaw Brook, and all other brooks which now flow over, upon, or near the sites of the said several reservoirs and aqueducts, or any of them, and to the said Turton and Entwisle Reservoir; and also of such brooks, streams, springs, and surface or other drainage waters as may or can be caught or intercepted by the said reservoirs, aqueducts, catchwater drains, or other works, or any of them, and the supply of water obtained from such several sources, or any of them, to and for the purposes of the water supply to the borough of Bolton, and any other district or districts which the Corporation are now or may be at any time authorised to supply with water, and to and for the purposes of compensation to owners or reputed owners, lessees or reputed lessees and occupiers of mills and manufactories or other works, and others using the waters of such streams, or any of them, and for other purposes.

All the above reservoirs, aqueducts, and other works, will be situate in or pass from, in, through, or into, and the lands and houses which will or may be taken or used for the purposes thereof, are situate in the several townships and extra-parochial or other places of Sharples, Sharples Higher End, Sharples Lower End, Little Bolton, Little Bolton Higher End, Longworth, Turton, Entwisle, and Edgeworth, or some of them, all in the parish of Bolton-le-Moors, in the county of Lancaster.

The waters to be diverted into the intended reservoirs, aqueducts, and works, and also into any existing reservoirs, aqueducts, or works of the Corporation, under the powers of the intended Bill, now flow or proceed directly or derivatively to or into or supply the river Irwell, the Mersey and Irwell Navigation, the Manchester and Salford Junction Canal, the Rochdale Canal, the Bridge-water Canal, the Manchester, Bolton, and Bury Canal, and the river Mersey, or some of them.

The Bill will also confer the following powers, or some of them, upon the Corporation, and make provision for the following purposes, or some of them, that is to say:—

To enable the Corporation to purchase compulsorily lands and houses in the township of Great Bolton, in the parish of Bolton-le-Moors, situate in, near, or between Howell-croft, Oldhall-street, Exchange-street West, Hotel-street West, and the New Market-place, and upon the site so obtained, or some part thereof, to erect a Town Hall, and other buildings and houses; and it is intended to stop up so much of Oldhall-street as is situate between Hotel-street West and Exchange-street West, and to appropriate the site thereof for the purposes of the Town Hall and buildings, and also to widen and improve Howell-croft, at and near the site of the intended Town Hall, and to form new streets or communications between Howell-croft and Exchange-street West, on the southerly

side of the New Market-place, and between Howell-croft and Hotel-street West, on the northerly side of the New Market-place. All the said works, and the lands and houses to be taken are or will be situate in the said township of Great Bolton.

To authorise the Corporation to lay out, enclose, and maintain a public park or pleasure-grounds, with suitable avenues and approaches, for the benefit and recreation of the inhabitants of the said borough; and for that purpose to take compulsorily and use certain lands, houses, and hereditaments situate in the said townships of Great Bolton and Little Bolton, in the parish of Bolton-le-Moors, and bounded on the north partly by the Chorley New-road, and partly by land claimed to belong to the trustees of the will of the late Thomas Tipping, Esq., and to Miss Pilkington, and to their respective lessees; on the south partly by the River Croal, and partly by a footpath leading from Spa-lane through the glebe land of the rectory of Bolton; on the east partly by other portions of the said glebe land, and partly by land claimed to belong to the said Miss Pilkington and her lessees; and on the west partly by other part of the said glebe land, and partly by land claimed to belong to the trustees of the will of the said Thomas Tipping and to Miss Pilkington and her lessees; and to authorise and empower the said Corporation to stop up, divert, widen, or alter, arch over and cover all or any of the public or other roads, ways, footpaths, and passages, rivers, sluices, sewers, and drains, which now pass into, upon, through, across, or over any part or parts of the before-mentioned lands and hereditaments intended to form the site of the intended park or the approaches thereto, and to set out and make such other roads, ways, watercourses, sluices, conduits, paths, or passages, as to the said Corporation may seem proper and necessary, and to make and maintain such bridges, and communications over the River Croal, and such lodges, buildings, fences, and other works as may be requisite for the purposes of such park, and to make all necessary bye-laws for the good government, management, and regulation of the intended park and the use thereof by the public, and to exempt the said park and buildings, and the Corporation in respect thereof from all parochial and local rates and assessments.

To authorise the Corporation to purchase by compulsion the reservoirs, lands, houses, waters, springs, brooks, or streams necessary or required for any of the reservoirs, aqueducts, town hall, streets, park, approaches, and for any of the works or purposes to be authorised by the intended Bill, and to enter into and carry into effect any agreements or arrangements with reference thereto, and to alter, vary, and extinguish all or any rights or privileges in any manner connected with or incident to any such reservoirs, lands, houses, waters, springs, brooks, and streams which might in any manner impede or interfere with the construction and maintenance of the above works, or with the purposes aforesaid, and also to purchase by agreement and hold additional lands, houses, waters, springs, brooks, and streams, and to take leases and acquire by compulsion or agreement easements and other rights, in or over the same.

To authorise the payment of all expenses to be incurred in executing any of the aforesaid powers out of the Borough fund, property, or stock of such borough, or which may be vested in the Corporation under the provisions of the Bill, or any money authorised to be raised or borrowed or to be borrowed under the provisions of the intended Bill, and to make provision for a sinking fund.

To alter existing or authorised rates upon the owners and occupiers of property within the said

borough, and to levy other rates upon such owners and occupiers, and to vary or extinguish exemptions from payment of rates, and to confer other exemptions from rates and other right and privileges.

To transfer to the borough fund of Bolton the lands, rents, estates, property, and effects of the Great Bolton trustees and of the Little Bolton trustees respectively, which by the Borough of Bolton Act, 1850, were vested in the corporation, and all other the separate estate, property, and effects of the townships or districts of Great Bolton, Little Bolton, and Haugh, in Bolton, and repeal so much of the existing Acts relating to the borough as requires certain money and income to be carried to the account or applied for the benefit of the townships of Great and Little Bolton respectively, and to authorise the amalgamation of the accounts, or some of the accounts, now required to be separately kept, and the amalgamation of the funds, property, receipts, and expenditure of the Corporation in respect of some or all of the matters now required to be kept distinct or to be separately applied, and to alter or repeal the provisions of the existing Acts in those respects, and to authorise in lieu thereof the levying of differential or other rates in such respective townships or districts, or to confer partial exemptions from rates for such period, and under such arrangements and limitations as may be prescribed in the Bill.

To authorise the raising of further sums of money by mortgage, bond, annuity, or otherwise.

To alter, amend, or enlarge some of the powers and provisions of the following Acts, viz.: "The Bolton Improvement Act, 1854," "The Bolton Improvement Act, 1861"—an Act passed in the second year of the reign of King William the Fourth, intituled "An Act for making and maintaining a Reservoir upon Bradshaw Brook, in the townships of Turton and Entwisle, in the parish of Bolton-le-Moors, in the county of Lancaster, for providing a more regular supply of water in Bradshaw Brook aforesaid, and in certain rivers connected therewith;" and an Act passed in the first year of the reign of Her Majesty Queen Victoria, intituled "An Act to amend an Act for making and maintaining the Turton and Entwisle Reservoir"—and any Acts partially repealed by such Acts or any of them, or to repeal such provisions or some of them, and grant further and more effectual and other powers instead thereof, to vary or repeal the limitation of amount of any of the rates, tolls, and duties authorised to be levied by such Acts, or any of them, and to confer exemptions from rates, and to vary or extinguish rights and privileges arising under such Acts, or any of them.

To incorporate with the Bill all or some of the provisions of the following Acts of Parliament, viz., "The Waterworks Clauses Acts, 1847 and 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" the provisions of "The Railways Clauses Consolidation Act, 1845," relating to the temporary occupation of lands and other matters.

Duplicate plans, showing the lines or situations of the several intended new works before mentioned, and the lands, houses, and property intended to be or which may be taken compulsorily under the powers and for the several objects of the Bill, and duplicate sections, showing the levels of the said intended new works, with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of 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 Lancaster, at his office at Preston, in the said county, and on or before the same day a copy of the said plans, sections, book of reference, and Gazette Notice, will be deposited with the parish clerk of Bolton-le-Moors, 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.

James Knowles, } Solicitors for
Rushton and Armistead, } the Bill.

The Stockton and Middlesbrough Waterworks Company.

(Extension of Limits of existing Act—Power to Construct Additional Works, Raise Additional Capital, and Take Rents, Rates, and Duties—also for Prevention of Waste and Protection of the Purity of the Water—Amendment of Act, and other purposes.)

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

To repeal, alter, amend, and enlarge some of the powers and provisions of "The Stockton and Middlesbrough Waterworks Act, 1858" (herein called "the existing Act"), and to grant to "The Stockton and Middlesbrough Waterworks Company" thereby incorporated (and in this Notice called "the Company"), renewed, and further, and additional, and varied powers for carrying out the objects and purposes of the Company, and for extending such objects and purposes, and enabling the Company to supply with water, in addition to their present powers, the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Haughton, Haughton-le-Skerne, Dinsdale, otherwise Low Dinsdale, Morton Palms, Sadberge, Middleton St. George, Long Newton, Elton, Egglecliffe, Preston-upon-Tees, East Hartburn, Coopen-Bewley, and Billingham, all in the county of Durham; and Stainton, Acklam, Linthorpe, Martin, Ormesby, Normanby-Eston, Lackenby, Lazenby, Wilton, Coatham, West Coatham, East Coatham, and Kirkleatham, all in the North Riding of the county of York.

To enable the Company to construct and maintain the several works following, or some of them (that is to say):—

1. A suction pipe or pipes communicating with the River Tees at or near a certain place called Broken Scar, in the township and parish of Darlington, in the county of Durham aforesaid, extending from the said river to the engine-house and other works next hereinafter mentioned.

2. An engine-house, with all proper engines, pumps, and machinery for drawing water from the said river by means of the said suction-pipe, and for elevating the said water into all necessary depositing-tanks, filter-beds, and other works; and for transmitting the same by means of the main pipe or conduit next hereinafter mentioned, all which works are intended to be situated wholly or in part in certain fields at Broken Scar aforesaid, late belonging to Ralph Burn, deceased, and now in the occupation of John Snaith, and in the said township and parish of Darlington.

3. A main pipe or conduit extending from the said engine-house to and into the existing reservoir or reservoirs of the Company situated at or near Fighting Cocks, in the parish of Dinsdale, in the said county of Durham, and passing from, through,

or into the several parishes, townships, or extra-parochial places of Darlington, Blackwell, Darlington Bondgate, otherwise Bondgate in Darlington, Darlington Borough, Haughton, Haughton-le-Skerne, Morton Palms, and Dinsdale, all in the county of Durham, or some of them.

4. A main pipe or conduit commencing by a junction with the last-mentioned main pipe or conduit at or near the reservoir or reservoirs aforesaid, and terminating in the village of Coatham, in the parish of Kirkleatham, in the county of York, and passing from, through, or into the several parishes, townships, and extra-parochial or other places of Dinsdale, otherwise Low Dinsdale, Middleton St. George, Long Newton, Eggescliffe, Preston-upon-Tees, East Hartburn, Stockton, and Stockton-upon-Tees, all in the county of Durham, and the said several parishes, townships, extra-parochial or other places of Stainton, Thornaby, Linthorpe, Middlesbrough, Ormesby, Normanby, Eston, Lackenby, Lazenby, Wilton, Coatham, West Coatham, East Coatham, and Kirkleatham, all in the North Riding of the county of York.

5. A main pipe or conduit commencing by a junction with the last-mentioned main pipe or conduit at or near the Borough Hotel, in the township and parish of Middlesbrough aforesaid, and terminating near the Cottage Hospital, in the village of North Ormesby, in the parish of Ormesby, in the county of York, and passing from, through, or into the several parishes, townships, and extra-parochial or other places of Middlesbrough and Ormesby, both in the county of York.

6. Another main pipe or conduit commencing by a junction with the last-mentioned main pipe or conduit, at or near the point where the highway between the villages of Airsome and Newport crosses and intersects the Stockton and Middlesbrough turnpike-road, and terminating in the public highway near the office of Messrs. Hopkins and Company, in the borough of Middlesbrough, and passing from, through, or into the said several parishes, townships, and extra-parochial or other places of Linthorpe and Middlesbrough, both in the county of York.

7. A suction-pipe or pipes communicating with a stream or watercourse called Billingham Beck, at or near the point where the same Beck crosses the Bishop-Wearmouth and Norton turnpike-road, in the township and parish of Billingham aforesaid, in the said county of Durham, extending from the said Beck to the engine-house and other works next hereinafter mentioned; and to divert the waters of that Beck into those pipes for any of the purposes of the Company, which waters now flow into the navigable part of the River Tees.

8. An engine-house with all proper engines, pumps, and machinery for drawing water from the said Beck, called Billingham Beck, by means of the said suction pipe, and for elevating the said water into all necessary depositing-tanks, filter-beds, and other works, and for transmitting the same by means of the main pipe or conduit next hereinafter mentioned, all which works are intended to be situated in a certain grass field near Billingham toll-bar, belonging to the Dean and Chapter of Durham, and now in the occupation of James Harrison, and in the said township and parish of Billingham, in the said county of Durham.

9. A main pipe or conduit extending from the said last-mentioned engine-house, tanks, filter-beds, and other works to and terminating in the Clarence or West Hartlepool Railway, at the village of Haverton Hill, in the said township and parish of Billingham, and passing from, through, or into the said township and parish of Billingham, in the said county of Durham.

To divert, by means of the pipe or pipes first

described and of the existing pipes and reservoirs of the Company, and to continue to divert, take, and use for the purposes authorised by the existing Act, and to be authorised by the said Bill, water from the River Tees near Broken Scar aforesaid, the water of which said River Tees flows or proceeds to or into a certain other and navigable part of the said river now under the control of the Tees Conservancy Commissioners, and to supply or to continue to supply with water the district bodies and persons now supplied or authorised to be supplied by the Company, or intended to be supplied under the powers of the said Bill.

To make and maintain all necessary embankments, dams, sluices, cuts, channels, mains, pipes, wells, tanks, engines, and other works and conveniences necessary and proper for the purposes of the Company, in and through the several before-mentioned parishes, townships, hamlets, and extra-parochial or other places, or some of them.

To lay down and maintain mains, conduits, culverts, pipes, drains, tunnels, and other works for the conveyance of water in, under, over, through, or across private lands, and in, along, under, and across all or any turnpike or other roads, highways, streets, passages, rivers, bridges, railways, and other works within the said several parishes, townships, and extra-parochial or other places hereinbefore mentioned, or any of them, and either permanently or temporarily break up, stop up, alter, or divert all or any streets, highways, public or private roads, passages, and other places within such parishes, townships, and extra-parochial or other places, or any of them which it may be necessary or expedient to break up, stop up, alter, or divert for the purposes of the said Bill, or any of them, or of the Company.

To purchase compulsorily or otherwise, all lands, houses and waters, and rights of laying down and maintaining, enlarging, and altering mains and pipes, and other easements and privileges upon, in, or over any lands and houses, and upon, in, and over, or along any railways, roads, highways, and other roads, whether public or private, and other hereditaments situate within the before-mentioned parishes, townships, hamlets, and extra-parochial or other places, and to purchase by agreement such other lands as may be requisite or desirable for the purposes of the said Company, and to vary, alter, or extinguish any rights or privileges connected with such lands, houses, railroads, roads, highways, and other roads and hereditaments respectively, or any of them. To levy rates, rents, charges, and payments for the water to be supplied by the Company, and to confer exemptions from the payment thereof.

To enable the Company to raise additional capital by the creation and issue of additional shares or stock, and either with or without a preference or priority in payment of dividend or other privileges for the purpose of paying off money owing by the Company, and for constructing the additional works to be authorized by the said Bill, and for other the general purposes of the Company, and to raise further sums of money by borrowing on mortgage or bond, or by both or either of these modes, and also to create and issue debenture stock to pay off moneys owing on mortgage or bond, or to raise any money in lieu of borrowing the same on mortgage or bond.

To alter the amount, distribution, and application of the authorised capital of the Company; and to convert, or to enable the Company, if it shall be deemed expedient so to do, to convert all or any of the present or future share capital of the Company into stocks, and to confer upon the Company other powers as to the distribution and application of its capital.

To repeal all existing powers, rights, privileges, and exemptions which would in any manner interfere with the execution of the powers to be conferred by the said Bill, and to confer, vary, or extinguish other rights, privileges, and exemptions.

To confer on the Company and incorporate in the said Bill all or some of the powers 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 Waterworks Clauses Acts, 1847 and 1863," and "The Railways Clauses Consolidation Act, 1845," and all other powers and provisions usual, necessary, or expedient for effecting the objects and purposes of the said Bill, and for preventing the waste or misuse of water supplied by the Company.

And it is intended by the said Bill to alter, amend, repeal, vary, or enlarge, so far as it may be deemed necessary or expedient, some or all of the provisions of the following local and personal Acts of Parliament, that is to say, "The Darlington Gas and Waterworks Act, 1849;" "The Stockton Extension and Improvement Act, 1852;" "The Middlesbrough Improvement Acts, 1841, 1856, and 1858;" "The Stockton and Middlesbrough Road Act, 1856;" "The Tees Conservancy and Stockton Dock Act, 1852;" "The Tees Conservancy Acts, 1854, 1858, and 1863;" "The West Hartlepool Harbour and Railway Act, 1862," (and the several Acts therein recited relating to the Clarence Railway); "The Middlesbrough and Redcar Railway Act, 1845;" "The Stockton and Darlington Railway Acts, 1854 and 1855," (and other Acts relating to the Stockton and Darlington Railway); "The Stockton and Darlington Railway (Amalgamation) Act, 1862;" and "The North-Eastern and Stockton and Darlington Railways Amalgamation Act, 1863," and other Acts therein recited relating to the North-Eastern Railway or any railway now forming part thereof, and any other Act or Acts which it may be deemed necessary to repeal, vary, or alter, for carrying into execution the objects and purposes of the said Bill, and to make other provisions in lieu thereof.

And notice is hereby given, that duplicate plans of the said intended conduits, mains, and other works to be authorised by or maintained under the said Bill, and of the lands and houses proposed to be taken for such works or other purposes of the said Bill, and also duplicate sections to such plans, 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, houses and other property in or through which such works will pass or be made, or which will be taken for the purposes of the said Bill, 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 Durham, at his office in the city of Durham, and with the Clerk of the Peace for the North Riding of the county of York, at his office in Northallerton in the said riding; and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes or extra-parochial places in or through which the said intended works are proposed to be made, or any lands proposed to be taken are situate, and also a copy of this notice as published in the London Gazette, will also be deposited for public inspection with the clerk of each such parish at his place of abode, and in any case of any extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 12th day of November, 1863.

John S. Peacock, Middlesbrough and Darlington, Solicitor for the said Bill.

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

Caledonian, Edinburgh and Glasgow, and Scottish Central Railway Companies.

(Amalgamation.—Facilities in favour of other Companies.—Amendment, Repeal, and Consolidation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to effect, or to authorize and provide for, the union and amalgamation, from and after such period, and upon such terms and conditions as may have been or may hereafter be agreed upon, or as may be fixed and determined in and by or under the provisions of the said Bill, of the Caledonian Railway Company, the Edinburgh and Glasgow Railway Company, and the Scottish Central Railway Company, into one Company, either by dissolving the said three Companies, and incorporating the shareholders thereof under the name of the Caledonian Central Railway Company, or under such other corporate name or style as may be provided by the said Bill, or by constituting the shareholders in the said Edinburgh and Glasgow Railway Company and Scottish Central Railway Company shareholders in the Caledonian Railway Company, under that or such other corporate name or style as may be provided by the said Bill; and, so far as necessary, the vesting in such united Company of the several undertakings of the said three existing Companies, and of all their property and effects, and of their respective interests in and with respect to other railway undertakings canals, ferries, roads, stations, and works, and of their rights, powers, and privileges, of what nature or kind soever, and whether with reference to the management, maintenance, working, and use of their respective undertakings, the raising and borrowing of monies, the purchasing of lands and houses by compulsion or agreement, the construction or completion of works, the fixing and levying of tolls, rates, and charges, the acquiring, leasing, managing, maintaining, working, using, subscribing, to, or holding shares in, or debts affecting other lines of railways, railway stations or works, canals, ferries, or roads, or providing plant and rolling stock or otherwise, including any works, property, effects, and interests, which may become vested in the said three existing Companies respectively, or which they may respectively be authorized to construct and acquire, and any rights powers, and privileges which may be conferred on them respectively, in virtue of any Act or Acts which may be passed in the ensuing session of Parliament, but subject, in so far as not otherwise provided by the said Bill, to their debts and liabilities.

And it is intended by the said Bill to provide for the dissolution of each of the said three existing Companies, and for the incorporation of the shareholders thereof into one united Company as aforesaid, or for the dissolution of the said Edinburgh and Glasgow and Scottish Central Railway Companies respectively, and for the incorporation of the shareholders thereof with the shareholders of the Caledonian Railway Company, and for the formation, in either case, of one united Company as aforesaid, and for the fulfilment by such united Company of all or some of the contracts, agreements, arrangements, and obligations entered into, or liable

to be performed by the said three Companies, or by one or more of them.

And it is intended by the said Bill to make provision for regulating, fixing, and determining the amount of the capital stock and other share capital of such united Company, and the number and nominal value of the shares or respective classes of shares therein, and the rights, privileges, preferences, and priorities of the several classes of shareholders of the said several existing Companies, in the capital stock and other share capital of the united Company.

And it is intended by the said Bill to regulate and fix the amount of mortgage, bond, and funded debt, and debenture stock of such united Company, and of the said three existing Companies, and to regulate the rights, privileges, preferences, and priorities of the holders of such mortgage, bond, and funded debt, and debenture stock, and of the other creditors of the said Companies respectively, in and upon the undertaking and funds of the united Company.

And it is intended by the said Bill to provide that the tolls, rates, and charges, and other revenue and income of the united Company, after deduction of all expenses and charges incurred in relation to the working, use, management, and maintenance of the undertaking of the united Company, and all interests, annuities, rents, guaranteed and preference dividends, share of surplus profits payable to other Companies, rates, taxes, duties, and other annual burdens or claims payable in respect thereof, shall be divided amongst the three classes of shareholders in the said united Company representing the holders of the ordinary stock or share capital of the said three existing Companies respectively, in such proportions and with such priorities as may have been or may be agreed upon between and among the said three Companies, or as may be defined and settled in or provided for by the said Bill.

And it is intended by the said Bill to provide for the appointment of a Board of Directors for the management of the united Company, and to regulate the qualification of shareholders to vote, and the scale and mode of voting by shareholders at all meetings of the united Company or of any classes of the shareholders thereof, and to make other provisions for regulating the management and proceedings of the united Company, and of the directors and shareholders thereof.

And it is intended by the said Bill, so far as necessary or expedient, to alter the tolls, rates, and charges now leviable by the said three existing Companies respectively, or by one or more of them, and to enable the said united Company to levy the same or lower or higher tolls, rates, and charges; and to confer, vary, and extinguish exemptions from payment of such existing and proposed tolls, rates, and charges, or some of them.

And it is intended by the said Bill to vary or extinguish such of the powers, rights, privileges, preferences, and priorities of the said three existing Companies respectively, and of the several classes of guaranteed, preference, and other shareholders therein, and of the holders of mortgages, bonds, funded debt, and debenture stock thereof, and of the Glasgow Garnkirk and Coatbridge Railway Company, the Clydesdale Railway Guaranteed Company, the Greenock Railway Guaranteed Company, the Wishaw Railway Guaranteed Company, the Glasgow Barrhead and Neilston Direct Railway Company, the Lesmahagow Railways Guaranteed Company, the Hamilton and Strathaven Railway Company, the Dumfries Lochmaben and Lockerby Junction Railway Company, the Greenock and Wemyss Bay Railway Company, the Busby Railway Company, the General Terminus and Glasgow Harbour Railway Company, the Monkland Railways Company, the Edinburgh and Bathgate Rail-

way Company, the Stirling and Dunfermline Railway Company, the Glasgow Airdrie and Monklands Junction Railway Company, the Blane Valley Railway Company, the Glasgow and Milngavie Junction Railway Company, the Alva Railway Company, the Devon Valley Railway Company, the Dunblane Doune and Callander Railway Company, the Forth and Clyde Junction Railway Company, the Crieff Junction Railway Company, the Lancaster and Carlisle Railway Company, the Lancaster and Preston Junction Railway Company, the Glasgow and South-Western Railway Company, the Great Northern Railway Company, the North-Eastern Railway Company, the London and North-Western Railway Company, the Midland Railway Company, the Lancashire and Yorkshire Railway Company, the North British Railway Company, the Scottish North-Eastern Railway Company, the Dundee and Perth and Aberdeen Railway Junction Company, the Dundee and Newtyle Railway Company, the Inverness and Perth Junction Railway Company, and the Company of Proprietors of the Forth and Clyde Navigation, and of any other Companies and persons, whether secured by Act of Parliament, deed, agreement, or otherwise, as would anyway interfere with the proposed union and amalgamation of the said three first-named Companies, or with any of the powers to be conferred on the united Company, or with any of the other provisions of the said Bill, and to confer, vary, and extinguish other powers, rights, privileges, preferences, and priorities.

And it is intended by the said Bill to make provision for facilitating the interchange and conveyance of traffic between and over the railways and canals of the said united Company and of the other Companies before named respectively, or some of the said railways and canals or some parts thereof, and for the use by the said several Companies respectively, or some one or more of them, of the railways, canals, stations, and other works belonging to or under the control of some other or others of such Companies, or some parts thereof, and for the alteration, fixing, collection, and apportionment of the tolls, rates, and charges leviable in respect of such conveyance or use; to empower the said several Companies, or some one or more of them, to enter into agreements with some other or others of such Companies in relation to the said several matters, or some of them, and to confirm certain agreements which have been or may be entered into between certain of the said Companies in relation thereto.

And it is intended by the said Bill, so far as necessary or expedient for the purposes thereof, to amend and enlarge, or to repeal and re-enact and consolidate, with such amendments as may be expedient, all or some of the powers and provisions of the several Acts relating to the Caledonian Railway Company, the Edinburgh and Glasgow Railway Company, the Scottish Central Railway Company, and the several other Companies hereinbefore named or referred to, and to their respective undertakings, and to the joint line of railway between Glasgow and Paisley, and the stations at Bridge Street, Glasgow, at Paisley, at Carlisle, at the North Bridge, Edinburgh, at Perth, at Stirling, and at Dunfermline, in which the said three first-named Companies are respectively interested; that is to say (local and personal), 10 George III, chapter 105; 30 George III, chapter 73; 53 George III, chapter 75; 57 George III, chapter 56; 59 George III, chapter 29; 1 and 2 George IV, chapter 122; 4 George IV, chapter 18; 7 George IV, chapters 45, 101, and 103; 7 and 8 George IV, chapter 88; 10 George IV, chapter 107; 11 George IV, chapters 60, 62, and 125; 1 and 2 William IV, chapters 58 and 60; 2 William IV, chapter 69; 4 Wil-

liam IV, chapter 41; 5 William IV, chapter 30; 6 William IV, chapters 32, 34, 51, and 81; 6 and 7 William IV, chapters 102 and 111; 7 William IV, chapters 22 and 24; 1 Victoria, chapters 22, 25, 68, 100, 116, 117, and 118; 1 and 2 Victoria, chapter 60; 2 and 3 Victoria, chapters 55 and 58; 3 Victoria, chapters 14 and 53; 3 and 4 Victoria, chapters 4, 107, and 123; 4 Victoria, chapters 5, 7, 11, and 25; 4 and 5 Victoria, chapters 54, 55, and 59; 5 Victoria, Session 2, chapters 29, 41, 80, and 83; 6 Victoria, chapter 8; 6 and 7 Victoria, chapters 4, 49, 55, and 63; 7 Victoria, chapters 16, 21, 27, 34, and 37; 7 and 8 Victoria, chapters 3, 18, 59, 60, 61, 66, 82, 87, and 98; 8 Victoria, chapter 3; 8 and 9 Victoria, chapters 31, 32, 34, 35, 36, 37, 38, 39, 43, 44, 49, 54, 56, 57, 58, 83, 84, 90, 92, 95, 101, 103, 104, 105, 109, 111, 112, 123, 148, 153, 156, 157, 160, 162, 163, 166, 170, 171, 172, 181, 192, and 198; 9 Victoria, chapters 11, 51, 58, 59, 60, 65, 66, and 67; 9 and 10 Victoria, chapters 71, 75, 77, 78, 80, 81, 82, 88, 89, 95, 96, 102, 130, 133, 142, 143, 147, 149, 152, 153, 154, 156, 157, 163, 164, 162, 184, 185, 188, 192, 193, 201, 202, 203, 204, 206, 207, 212, 228, 229, 231, 232, 233, 235, 241, 242, 243, 244, 247, 248, 249, 254, 255, 257, 259, 261, 262, 263, 264, 265, 266, 269, 271, 272, 276, 277, 282, 300, 301, 302, 306, 309, 310, 311, 312, 314, 322, 323, 324, 326, 328, 329, 330, 331, 332, 334, 340, 354, 359, 368, 369, 378, 379, 380, 381, 384, 390, 395, and 396; 10 Victoria, chapters 22, 23, and 24; 10 and 11 Victoria, chapters 39, 73, 75, 82, 83, 89, 90, 95, 103, 105, 106, 107, 113, 114, 117, 118, 120, 121, 122, 125, 131, 132, 133, 134, 135, 139, 140, 141, 142, 143, 146, 148, 150, 159, 161, 163, 164, 166, 168, 169, 172, 178, 183, 188; 191, 210, 214, 215, 216, 218, 219, 221, 228, 236, 237, 240, 245, 246, 270, 272, 278, 286, 287, 288, 289, and 294; 11 and 12 Victoria, chapters 21, 24, 26, 41, 52, 53, 54, 55, 56, 57, 58, 60, 62, 67, 68, 71, 72, 73, 78, 81, 84, 88, 114, 115, 116, 118, 121, 127, 129, 130, 131, 134, 148, 154, and 160; 12 and 13 Victoria, chapters 27, 39, 50, 58, 60, 67, 71, 74, 81, 84, 86, 87, and 90; 13 and 14 Victoria, chapters 27, 36, 38, 39, 53, 61, 78, 83, 94, 95, and 99; 14 Victoria, chapters 28 and 39; 14 and 15 Victoria, chapters 45, 46, 47, 55, 56, 57, 62, 63, 84, 85, 88, 89, 94, 99, 113, 114, and 134; 15 Victoria, chapters 36, 37, 45, 57, 83, 96, 98, 105, 109, and 114; 15 and 16 Victoria, chapters 127, 132, and 144; 16 Victoria, chapter 33; 16 and 17 Victoria, chapters 52, 60, 82, 83, 90, 97, 101, 108, 109, 110, 125, 136, 145, 149, 151, 152, 157, 160, 161, 163, 188, 205, 211, 216, and 222; 17 Victoria, chapters 58, 59, and 73; 17 and 18 Victoria, chapters 117, 146, 155, 156, 164, 184, 201, 204, and 211; 18 Victoria, chapter 56; 18 and 19 Victoria, chapters 91, 96, 97, 124, 127, 129, 158, 172, 190, and 194; 19 and 20 Victoria, chapters 52, 54, 69, 98, 99, 106, 113, 114, 123, and 134; 20 and 21 Victoria, chapters 19, 33, 34, 40, 46, 64, 78, 91, 98, 108, 123, 124, 128, 129, 138, 149, 151, and 161; 21 Victoria, chapters 13, 14, and 15; 21 and 22 Victoria, chapters 64, 65, 66, 73, 75; 106, 109, 113, 115, 116, 117, 122, 128, 130, 131, 134, and 143; 22 Victoria, chapter 35; 22 and 23 Victoria, chapters 1, 2, 3, 5, 10, 14, 18, 24, 32, 34, 40, 73, 83, 88, 91, 96, 100, 110, 113, 124, 126, 127, 129, 130, 134, and 136; 23 Victoria, chapters 44, 52, 65, 66, 67, 72, 77, 79, 83, 87, 91, and 97; 23 and 24 Victoria, chapters 120, 140, 144, 145, 159, 168, 178, 195, and 198; 24 and 25 Victoria, chapters 34, 35, 36, 37, 50, 57, 63, 66, 70, 72, 84, 86, 96, 101, 102, 106, 110, 114, 123, 128, 130, 131, 135, 139, 141, 157, 163, 166, 177, 186, 195, 198, 200, 201, 202, 205, 208, 214, 223, 226, 228, 229, 230, and 248; 25 Victoria, chapters 1, 35, 40, 47, 48, 49, and 51; 25 and 26 Victoria, chapters 54, 55,

64, 66, 78, 81, 85, 90, 91, 97, 98, 100, 104, 106, 112, 118, 120, 121, 135, 136, 137, 138, 142, 145, 146, 148, 154, 160, 171, 173, 176, 181, 189, 194, 198, 200, 208, and 209; 26 Victoria, chapters 5, 10, 14, 24, 25, 26, 38, 47, 58, and 61; and 26 and 27 Victoria, chapters 74, 122, 124, 147, 148, 149, 157, 177, 182, 183, 187, 191, 194, 195, 213, 217, 221, 223, 226, 231, 237, and 238; and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies and undertakings or works, or any other Company of body who, or whose property and interests, may be affected by any of the powers or provisions of the said Bill.

And notice is hereby given, that on or before the 23rd day of December next, printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons.

Dated this third day of November, 1863.

*Hope and Mackay, W. S., Edinburgh,
Grahames and Wardlaw, 30, Great George
Street, Westminster.*

South Cheshire Railway.

(Incorporation of Company; Construction of Railway from the Shrewsbury and Chester section of the Great Western Railway at the Rossett Station, to Whitchurch, Shropshire; Arrangements with and powers relating to the London and North Western, the Chester and Holyhead, the Great Western, the Oswestry, Ellesmere, and Whitchurch, and the Wrexham, and Minera Railway Companies; 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, hereinafter called "The Company," with the following, or some of the following, amongst other powers, that is to say, to make and maintain a railway, with all proper works, stations, sidings, approaches, and conveniences connected therewith, commencing in the parish of Gresford, by a junction with the Shrewsbury and Chester section of the Great Western Railway Company, at or near a point, distant about twelve chains, measuring in a southerly direction along the rails of the said last named railway, from the booking office of the Rossett Station of the said railway, and terminating in the parish of Whitchurch, in the county of Salop, by a junction with the Shrewsbury and Crewe Railway of the London and North Western Railway Company, at or near a point distant about 19 chains, measuring in a northerly direction along the rails of the said railway from the booking office of the Whitchurch station, which intended railway will pass from, in, through, or into the following parishes, townships, extra-parochial, or other places, or some of them, viz:—Burton, Gresford, Rossett, Trevallyn, Allington, Holt Parks, borough of Holt, and Holt in the county of Denbigh; Marford, and Hoseley, in the county of Flint; and Farndon, King's Marsh, Crewe, Stretton, Caldecot, Grafton Church, Shocklach, Tilston, Horton, Chorlton, Cuddington, Shoeklach, Oviatt, Oldcastle, Newton, Stockton, Wichough, Barton, Overton, Edge, Macefen, Malpas, Wigland, Agden, Chidlow, Bradley, and Tushingham-cam-Grindley, in the county of Chester; and Whitchurch, Doddington, Edgeley, Alkington, Grindley, Brook, Broughall, Chunnell, and Hinton, in the county of Salop.

To cross, divert, alter, or stop up for the purposes of the intended railway and works, and of the intended Act, and either temporarily or permanently any roads, ways, streets, streams, pipes, sewers, canals, navigations, aqueducts, rivers,

bridges, railways, tramways, telegraphs, drains, and water-courses, within or adjoining the parishes, townships, and places aforesaid.

To purchase and take by compulsion or by agreement, lands, houses, and hereditaments for the purposes of the intended railway and works, and of the intended Act, and to vary, repeal, or extinguish all rights and privileges in any manner connected with such lands, houses, and hereditaments which would in any manner impede or interfere with the construction, maintenance, or use of the intended railway and works, and to confer other rights and privileges.

To levy tolls, rates, and duties for or in respect of the use of the intended railway and works, and of the railways, stations, and works hereinafter mentioned, belonging to other companies, and for the conveyance of passengers, animals, and goods thereon; to alter the tolls, rates, and duties now authorised to be taken on the said railways belonging to other companies, and to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges relating thereto.

To enable the Company and any Company working or using their undertaking, upon payment of such tolls, rates, charges, rent or other consideration, as may be agreed upon, or as may be provided for and prescribed by the said intended Act, to run over and use with engines, carriages and waggons, the several railways or portions of railways and stations following, or some of them, or some parts thereof, and also to use all sidings, booking offices, stations, turn tables, watering places, and other works and conveniences, connected with the said portions of railway and the said stations respectively, that is to say:

1. So much of the Crewe and Shrewsbury Railway of the London and North Western Railway Company as lies between the point of junction therewith of the intended railway and the point of junction of the Oswestry, Ellesmere, and Whitchurch Railway, with the said Crewe and Shrewsbury Railway, at or near the Whitchurch station together with the said station itself.

2. So much of the line of the Shrewsbury and Chester section of the Great Western Railway as lies between the point of junction therewith of the said intended railway, and the junction of the said Shrewsbury and Chester Railway with the Chester and Holyhead Railway, at or near Saltney, including the Rossett and Saltney Stations, and the several lines of railway from the said Saltney station to the wharves on the River Dee, belonging to the Great Western Railway Company.

3. So much of the line of the Shrewsbury and Chester section of the Great Western Railway as lies between the point of junction therewith of the said intended railway, and the junction of the Wrexham and Minera Railway with the Shrewsbury and Chester section of the Great Western Railway, including the Wrexham Station.

4. So much of the line of the Chester and Holyhead Railway of the London and North Western Railway Company as lies between the point of junction of that railway with the Shrewsbury and Chester Railway, at or near Saltney aforesaid, and the Chester Station, including the said Chester Station, belonging to the Great Western and London and North Western Railway Companies.

To authorize the Company on the one hand, and the London and North Western Railway Company, the Great Western Railway Company, the Wrexham and Minera Railway Company, and the Oswestry, Ellesmere, and Whitchurch Railway Company, or any or either of them, on the other hand, to enter into mutual arrangements for the interchange of traffic, and for the maintenance, use,

and working by the last named companies, or any or either of them of the undertaking for the time being of the Company, or any part thereof; and the supply and maintenance of stock and plant for the same; and for the receipt and apportionment by the contracting parties of the tolls and other revenues arising from their respective undertakings, or any part thereof; and for the appointment of joint committees of the contracting parties, for the purposes aforesaid; and to make effectual provision for facilitating the traffic of the Company over the lines of the London and North Western Railway Company, and Great Western Railway Company, the Wrexham and Minera Railway Company, and the Oswestry, Ellesmere, and Whitchurch Railway Company, or any or either of them, and for requiring those companies, and each of them, to carry and forward the same.

To alter, amend, enlarge, or repeal so far as may be necessary for the purposes of the said intended Act, all or any of the following Local and Personal Acts, that is to say, the 5th and 6th William 4th, cap. 107; the 17th and 18th Victoria, cap. 222; and the 26th and 27th Victoria, caps. 113 and 198, relating to the Great Western Railway Company, and any other Act or Acts relating to that Company; the 9th and 10th Victoria, c. 204; 21 and 22 Victoria, cap. 130, relating to the London and North Western Railway Company, and any other Act or Acts relating to that Company; the 7th and 8th Victoria, cap. 65, relating to the Chester and Holyhead Railway Company, and any other Act or Acts relating to that Company; the Wrexham and Minera Railway Act, 1861; the Oswestry, Ellesmere, and Whitchurch Railway Act, 1861; and the Oswestry, Ellesmere, and Whitchurch Railway Act, 1862.

Duplicate plans and sections of the proposed railway and works, with a book of reference to such plans, a published map with the lines of the proposed railway delineated thereon, and a copy of this notice, as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office in Chester; with the Clerk of the Peace for the county of Flint, at his office in Mold; with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury; and with the Clerk of the Peace for the county of Denbigh, at his office in Ruthin; and 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 or any part of them will be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each parish, and 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.

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

Dated this 9th day of November, 1863.

Helps and Parker, Chester, Solicitors for the Bill.

Martin and Leslie, No. 27, Abingdon-street, Westminster, Parliamentary Agents.

Mersey Docks and Harbour Board.

(Amendment of Acts of 1858.)

NOTICE is hereby given, that application is intended to be made, in the ensuing session of Parliament, for leave to insert in any Bill which may in such session be introduced into, or

be prosecuted or promoted in Parliament by, or by the direction, or on account of, the Mersey Docks and Harbour Board, or any Bill which may be introduced in such session having relation to the port of Liverpool, or to any property belonging to or under the control or management of, the Mersey Docks and Harbour Board, A clause or clauses for the following objects, or some of them (that is to say):—

To alter, amend, vary, extend, and enlarge or repeal some of the provisions of "The Mersey Docks Acts Consolidation Act, 1858," and especially sections 101 and 102 of such Act, and to make other provisions in lieu or amendment thereof, or in addition thereto; and especially to make provision for and in relation to the casting, throwing, and emptying into the River Mersey, or any of the sea-channels leading thereto, within the port of Liverpool, of mud, sand, clay, and other rubbish taken out of any dock, basin, lock, cut, entrance, or graving dock, adjoining to, or communicating with the River Mersey, or any of the rivers, pools, creeks, or inlets communicating therewith, or out of any river, channels, leading to or from the same respectively; and to make provision also, as, or in relation to the places where, the times and circumstances, and regulations, and restrictions, and conditions in, and under which, any mud, clay, sand, or other rubbish taken out of any such dock, basin, lock, cut, entrance, or graving dock, shall or may, from time to time be cast, thrown, and deposited in the said River Mersey, or any of the rivers, pools, creeks, or inlets communicating therewith.

Dated this 13th day of November, 1863.

Thos. Part, Wigan, Solicitor.

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

In Parliament.—Session 1864.

Watford and Edgware Junction Railway.

(Incorporation of Company for Making Railway from Watford and Rickmansworth Railway at Watford to Edgware, Highgate, and London Railway at Edgware, with Powers to other Companies, and Powers over Watford and Rickmansworth Railway.)

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 to incorporate a Company (herein referred to as the Company), and to enable them to make and maintain the railways 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 with the Watford and Rickmansworth Railway, in the parish of Watford, in the county of Herts, at or near a point measuring 24 chains in a northerly direction along the said Watford and Rickmansworth Railway from the bridge carrying the main street of Watford over that railway, passing thence through or into the following parishes and places, that is to say: Watford, Bushey, and Aldenham, in the county of Herts; Little Stanmore, and Edgware, in the county of Middlesex; and terminating in the last-named parish by a junction with the authorized line of the Edgware, Highgate, and London Railway, in or near a field numbered 5 upon the deposited plans of the said Edgware, Highgate, and London Railway, referred to in "The Edgware, Highgate, and London Railway Act, 1862."

A railway to commence by a junction with the said intended railway, in the parish of Watford, in a field belonging to Joseph Hill and Mary Ann his wife, and the Commoners of Lammas Lands for the Manor of Watford, and occupied by Joseph

Hill, and the Commoners of Lammas Lands for the Manor of Watford passing thence through the said parish of Bushey, and terminating in the said parish of Watford, by a junction with the said Watford and Rickmansworth Railway, at or near where the said railway is crossed by the before-mentioned bridge.

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

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, 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 exercise powers of deviation from the lines of railway to any extent within the limits of deviation shown upon the plans to be deposited as hereinafter mentioned; 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 on the one hand, and the London and North Western, the Watford and Rickmansworth, and the Great Northern Railway Companies, or any or either of those Companies, on the other hand, from time to time to enter into agreements with respects to the working, use, management, and maintenance of the said intended railways 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 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; 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 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, so much of the Watford and Rickmansworth Railway, as lies between the junction of that railway with the London and North Western Railway and the Watford Station of the Watford and Rickmansworth Railway, including the use of that station and the booking office, sidings, works, and conveniences connected with the said portion of railway.

To require the Company or Companies owning or working the Watford and Rickmansworth 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 upon the said Watford and Rickmansworth 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; it will incorporate with itself the neces-

sary 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 9th and 10th Vic., cap. 71, and of any other Acts relating to the Great Northern Railway Company; of "The Edgware, Highgate, and London Railway Act, 1862," relating to the Edgware, Highgate, and London Railway Company, of the 9th and 10th Vic., cap. 204, and of the several other Acts relating to the London and North Western Railway Company and also of the following and of any other Acts relating to the Watford and Rickmansworth Railway Company, namely, the 23rd and 24th Vic., cap. 111, and the 26th and 27th Vic., cap. 131.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans containing the names of the owners and lessees, 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 Herts, at his office at Saint Albans; and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green, 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.

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.

Johnston, Farquhar, and Leech, 65, Moor-gate-street;

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster, Solicitors for the Bill.

Garstang and Knot End Railway.

(Incorporation of Company; Construction of Railways; Arrangements with the London and North Western Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the following railways, or some of them, with all necessary sidings, stations, approaches, bridges, roads, communications, and other works, 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 township of Barnacre-with-Bonds, in the parish of Garstang, in the county of Lancaster, by a junction with the line of the Lancaster and Preston Junction Railway at a point northwards of the Garstang Station thereon, and near to and on the north side of the bridge over the said railway, known as Turner's Bridge,

and terminating in the township of Preesall-with-Hackinsall, in the parish of Lancaster, in the said county, in or near to a pasture belonging to Mary Dobson and others, and in the occupation of Mrs. Nancy Winder, about 6 chains south of the road leading from the sea beach to the inn known as the Bourne Arms, in the occupation of William Barton.

A railway commencing by a junction with the intended railway first hereinbefore described in the township of Barnacre-with-Bonds, in the parish of Garstang, in the said county, at a point in a field known as the Well Meadow, belonging to the devisees in trust under the will of the late William Thompson, Esq., and in the occupation of John Kelsall, and terminating by a junction with the Lancaster and Preston Junction Railway in the said township of Barnacre-with-Bonds, near to and on the south side of the bridge over the said railway, known as the Forge Bridge, and between such last mentioned bridge and Turner's Bridge aforesaid.

A railway commencing at or near the Garstang Station of the Lancaster and Preston Junction Railway, and terminating by a junction with the intended railway first hereinbefore described in the township of Barnacre-with-Bonds, in the parish of Garstang, in the said county, in or near to a field north of the cottage, known as Pear Tree Nook, belonging to the devisees in trust under the will of the late William Thompson, Esq., and in the occupation of John Kelsall, which said intended railways and works will be situate in the several parishes, townships, and places of Lancaster, Preesall-with-Hackinsall, Pilling, Winmarleigh, Cockerham, Nateby, Cabus, Garstang, and Barnacre-with-Bonds, all in the county of Lancaster.

To enable the Company to 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 or adjoining to 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 railways and works, or any of them, or of the intended Act.

To levy tolls, rates, and duties upon and in respect of the intended railways 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 railways 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 railways and works, and to confer, vary, and extinguish other rights and privileges.

To enable the Company on the one hand, and the London and North-Western Railway Company on the other hand, to enter into and carry into effect arrangements and agreements with respect to the working, use, management, and maintenance, by the London and North-Western Railway Company of the said intended railways and works, or any or either of them, or any part or parts thereof, 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 the London and North-Western Railway Company 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 rail-

ways 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 considerations to be paid for such user 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, and to exercise all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts or arrangements, and to confer other rights and privileges.

To alter, amend, and enlarge, so far as may be needful, all or some of the powers and provisions of the Act (Local and Personal), 9 & 10 Vict., c. 204, and of any other Act or Acts relating to the London and North Western Railway Company.

Plans and sections of the proposed railways and works, and of the lands proposed to be taken, with a book of reference to such plans, and a published map, with a line 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 Lancaster, at his office at Preston, and on or before the said 30th day of November a copy of so much of the plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the proposed railways, or any or either of them, are 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.

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, 1863.

Dated this 12th day of November, 1863.

*Hargrove, Fowler, and Blunt, No. 3,
Victoria-street, Westminster*

*Paul Catterall, 6, Camden Place,
Preston;*

Solicitors for the Bill.

Whitehaven Water-Works.

Improved Water Supply, Additional Works, and Derivation of Water from Ennerdale Lake; Additional Capital; Extension of Limits for Supply of Water; Provisions for Prevention of Waste, and Misuse of Water; Power to Levy Rates, Rents, Tolls, and Charges, and to Alter existing Rates, Rents, Tolls, and Charges; Repeal and Amendment of Acts.)

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

1. To authorise the Trustees for carrying into execution the several Acts of Parliament relating to the Port, Harbour, and Town of Whitehaven, in the county of Cumberland (who are herein-after referred to as "The Trustees"), to make and maintain the following water-works, or some of them, with all necessary and proper channels, conduits, tanks, regulating apparatus, reservoirs, gauge weirs, waste weirs, valves, sluices, and other appliances, works, and conveniences connected therewith (that is to say):—

An aqueduct or line of main pipes commencing in a certain lake or parcel of land covered with water, called Ennerdale Lake, situate in the township of Ennerdale (otherwise Ennerdale and Kinniside), in the parish of St. Bees, in the county of Cumberland, belonging or reputed to belong to John Dickinson, Esquire, and in the occupation of James Buchanan, as tenant or farmer thereof, at a point about 220 yards in an easterly direction from the present-weir at the outfall of the said lake, and terminating by a junction or communication with the existing reservoir of the Trustees, in the township of Preston Quarter, in the parish of Saint Bees, in the county of Cumberland, which aqueduct or line of main pipes and other works will pass in, through, or into, or be situate in the parishes, townships, extra-parochial or other places of Ennerdale, otherwise Ennerdale and Kinniside, Kinniside, Saint Bees, Kelton, Kelton and Winder, Lamplugh, Salter and Eskatt, and Eskatt, Cleator, Keekle, Low Keekle Side, otherwise Deane's Land, Egremont, Hensingham, Preston Quarter, and Whitehaven, or some or one of them, all in the county of Cumberland.

2. To enable the Trustees to make, erect, and lay down, all necessary channels, reservoirs, engines, pipes, dams, sluices, water gates, stop cocks, drains, outlets, embankments, cuttings, bridges, tunnels, weirs, and other works, machinery, and conveniences, for the effectual construction, maintenance, and use of the intended works, in the several parishes and places aforesaid, all in the county of Cumberland.

3. To enable the Trustees to take, divert, transmit, and convey through the said intended aqueduct or line of main pipes, and into the said existing reservoir, in the said township of Preston Quarter (to a limited extent), the water of the said lake, which said water now flows directly or derivatively into the River Ehen, and thence into the sea at or near to a place called Ehen Foot, in the parish of Saint Bridget, otherwise Saint Bridget Beckermeth, in the said county of Cumberland.

4. To enable the Trustees to purchase, either in perpetuity or for a term of years, and either by compulsion or agreement, and to hold all such lands, buildings, waters, and other hereditaments as may be necessary for the construction, maintenance, and use of the said works, or any of them, and for other the purposes of the said intended Act, or any right or easement, in, through, or over the same lands and hereditaments; and also to cross, stop up, alter, or divert (temporarily or permanently), within, adjoining, or near to the said parishes, townships, extra-parochial or other places aforesaid, or any of them, all roads and highways, rivers, streams, and watercourses, sewers, pipes, aqueducts, and bridges, which it may be necessary or convenient to cross, stop up, alter, or divert, for any of the purposes of the intended works, and to vary, repeal, or extinguish all existing rights or privileges which would in any manner impede or interfere with the carrying into effect the objects and purposes of the intended Act, and to confer other rights and privileges.

5. To enable the Trustees to supply water within the several parishes, townships, extra-parochial or other places, of Ennerdale, otherwise Ennerdale and Kinniside, Kinniside, Saint Bees, Kelton, Kelton and Winder, Lamplugh, Salter and Eskatt, and Eskatt, Cleator, Keekle, Low Keekle Side, otherwise Deane's Land, Egremont, Hensingham, Preston Quarter, and Whitehaven, or some of them, all in the county of Cumberland.

6. To empower the Trustees to levy, charge,

and receive rates, rents, tolls, and charges, in respect of the supply of water, within the said several parishes, townships, extra-parochial or other places, of Ennerdale, otherwise Ennerdale and Kinniside, Kinniside, Saint Bees, Kelton, Kelton and Winder, Lamplugh, Salter and Eskkatt, and Eskkatt, Cleator, Keeble, Low Keeble Side, otherwise Deane's Dand, Egremont, Hensingham, Preston Quarter, and Whitehaven, or some of them, all in the county of Cumberland, to grant exemption from the payment of rates, rents, tolls, and charges, and to alter any existing rates, rents, tolls, and charges, and to make further and more effectual provision for the recovery of rates, rents, tolls, and charges, within the existing limits of supply.

7. To make further and more effectual provision for enabling the Trustees to prevent the waste, illegal use, abstraction or misuse, and wrongful use of the water supplied by them, and to adopt proper and needful regulations in reference thereto, and for inflicting penalties upon or otherwise punishing persons guilty of any such wrongful act.

8. To incorporate with the said intended Act, "The Railways Clauses Consolidation Act, 1845;" "The Commissioners Clauses Consolidation Act, 1847;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Waterworks Clauses Acts, 1847 and 1863;" "The Towns Improvement Clauses Act, 1847;" and "The Whitehaven Waterworks Act, 1849;" or some part or parts of such Acts respectively, and to amend the same respectively, if and as may be necessary and expedient for the purposes of the intended Act.

9. To alter, amend, enlarge, or repeal (so far as may be requisite for the purposes aforesaid), all or any of the provisions of the several Acts relating to the said port, harbour, and town of Whitehaven, that is to say:—Local and Personal Acts, 7 Anne, cap. 5; 10 Anne, cap. 3; 13 George II., cap. 14; 1 George III., cap. 44; 2 George III., cap. 87; 28 George III., cap. 61; 32 George III., cap. 75; 46 George III., cap. 115; 56 George III., cap. 44; 58 George III., cap. 15; 12 Victoria, cap. 17; 21 Victoria, cap. 2; 22 Victoria, cap. 14.

10. And to authorise the Trustees to raise additional money by mortgage or bond, or by annuities or debenture stock, with or without preference or priority.

And notice is hereby given, that on or before the 30th day of November, 1863, the following deposits of documents will be made, that is to say:—

1. With the Clerk of the Peace of the county of Cumberland, at his office in Carlisle, a plan and section (each in duplicate) of the intended aqueduct or line of main pipes, showing the line and levels thereof, and the lands upon which it is to be made, a book of reference to the plan, and a copy of this notice as published in the London Gazette.

2. With the parish clerk of every parish in which any portion of the works will be situate, or where any land to be taken lies, at the place of abode of such parish clerk, a copy of so much of such plan, section, and book of reference, as relates to that parish, and a copy of this notice as published in the London Gazette, and as to any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at the place of abode of such parish clerk, a copy of so much of such plan, section, and book of reference, as relates to such extra-parochial place, and a copy of this notice, as published in the London Gazette.

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

Dated this Tenth day of November, 1863.

Lamb and Houson, Solicitors, Whitehaven.
Holmes, Anton, Turnbull, and Sharkey, Parliamentary Agents, 18, Abingdon-street, Westminster.

Chichester and Midhurst Railway.

(Incorporating Company—Power to Construct Railway—Arrangements with other Companies—Amendment of Acts, and other purposes.)

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

To incorporate a Company (herein called the Company), and to enable the Company to make and maintain the following railways, or some of them, with all proper stations, works, and conveniences connected therewith respectively, that is to say:

Railway No. 1.—A railway (hereinafter referred to as Railway No. 1), commencing in the parish of St. Peter the Great, otherwise the sub-deanery, Chichester, in the county of Sussex, in a field bounded on the west side by the Basin-road, Chichester, and on the south side by the London, Brighton, and South Coast Railway, at a point 10 yards or thereabouts from and to the north of the fence wall on the north side of the said London, Brighton, and South Coast Railway, and 10 yards or thereabouts from and to the east of the said Basin-road, and terminating in the parish of Midhurst, in the county of Sussex, on Midhurst-common, at a point 10 yards or thereabouts from and to the south of the fencing forming the boundary on the south side of the Petersfield Railway now being constructed, and 330 yards or thereabouts from and to the west of the point where the said Petersfield Railway is being constructed, to cross or abut upon the public road leading from Midhurst to Bepton.

Railway No. 2.—A railway (hereinafter referred to as Railway No. 2) commencing in the parish of Midhurst, in the county of Sussex, on Midhurst-common, at the point before described as the termination of Railway No. 1, by a junction with the said Railway No. 1, and terminating in the same parish by a junction with the said Petersfield Railway now being constructed on Midhurst-common, at a point 440 yards or thereabouts from and to the west of the point where the said Petersfield Railway is being constructed to cross or abut upon the said public road from Midhurst to Bepton.

Railway No. 3.—A railway (hereinafter referred to as Railway No. 3), commencing in the parish of Midhurst, in the county of Sussex, by a junction with the said intended Railway No. 1, in a field now or lately belonging to Pruettt Dennett, Esq., in which the Mid-Sussex and Midhurst Junction Railway is now being constructed, and which said field adjoins the said public road from Midhurst to Bepton, at a point 5 yards or thereabouts from and to the east of the said public road, and 12 yards or thereabouts from and to the south of the fencing recently erected as the boundary of the said Mid-Sussex and Midhurst Junction Railway, on the south side thereof, and terminating in the same parish by a junction with the said Mid-Sussex and Midhurst Junction Railway, at a point 150 yards or thereabouts from the point where the said Mid-Sussex and Mid-

hurst Junction Railway is being constructed to cross or abut upon the said public road from Midhurst to Bepton.

Railway No. 4.—A railway (hereinafter referred to as Railway No. 4), commencing in the parish of St. Peter the Great, otherwise the sub-deanery, Chichester, in the county of Sussex, by a junction with the London, Brighton, and South Coast Railway, at a point five yards or thereabouts from and on the east side of the point where the Basin-road, Chichester, is crossed on the level by the said London, Brighton, and South Coast Railway, and terminating in the same parish or sub-deanery, by a junction with the said intended Railway No. 1, in a field described as that in which the said intended Railway No. 1 commences, at a point 200 yards or thereabouts from and to the east of the said Basin-road, and 10 yards or thereabouts from and to the north of the fence wall of the London, Brighton, and South Coast Railway, on the north side thereof:

Which intended Railway No. 1 is intended to pass from, through, in, or into the several parishes, townships, extra-parochial or other places following, or some of them: that is to say—Saint Peter the Great, otherwise the Sub-deanery, Chichester; Saint Pancras, Chichester; Oving, Rumboldswyke, Saint Paul, Chichester; Saint Bartholomew, Chichester; Mid-Lavant, East-Lavant, Binderton, West Dean, Singleton, Heyshot, Cocking, Repton, Woolavington, and Midhurst, all in the said county of Sussex;

And which said intended Railway No. 2 is wholly in the said parish of Midhurst, in the said county of Sussex;

And which said intended Railway No. 3 is also wholly in the said parish of Midhurst, in the said county of Sussex;

And which said intended Railway No. 4 is wholly in the parish of Saint Peter the Great, otherwise the Sub-deanery, Chichester, in the said county of Sussex.

To enable the Company to stop up, alter, or divert, either temporarily or permanently, turnpike and other roads, railways, tramways, streets, rivers, streams, canals, reservoirs, navigations, or bridges, for the purposes of the said intended railways, and the works connected therewith.

To purchase lands and buildings, by compulsion or agreement, for all or any of the purposes of the intended Act, and to vary or extinguish all existing rights and privileges in any manner connected with any of the lands and buildings to be purchased, 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 in respect of the railways and works of the London, Brighton, and South Coast, and London and South-Western Railway Companies, hereinafter described as the two companies, and to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and confer exemptions from payment of tolls, rates, and duties, and to confer other rights and privileges.

To provide facilities for the transfer and transmission of traffic to or from the railways of the Company, from or to the railways of the two Companies respectively; and to enable the Company and the two Companies to enter into and carry into effect contracts and agreements for the forwarding and exchange of traffic, and for the division and apportionment of the tolls and charges arising from any traffic, or for the working, maintenance, and management by the Brighton Company of the railways of the Company, and, if necessary or expedient, to alter the tolls and charges now leviable on the London, Brighton,

and South Coast Railway, and the London and South-Western Railway, or on either of those railways.

And for the purposes aforesaid it is intended (if need be) to alter, amend, and extend, or to repeal some or any of the powers and provisions of the several Acts following, or some of them, directly or indirectly affecting the London, Brighton, and South Coast Railway Company:—5 and 6 William IV, cap. 10; 6 and 7 William IV, cap. 121; 7 William 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., caps. 57, 84, 101, 104, and 118; 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; 25 and 26 Vic., caps. 68, 210, 158, and 78; and 26 and 27 Vic., caps. 227, 192, 137, 142, and 218. Also the Acts relating to the London and South-Western Railway Company, namely,—4 and 5 Wm. IV., cap. 88; 1st 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 167; 51 Geo. III., cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 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; 24 and 25 Vic., caps. 220 and 111; 25 and 26 Vic., caps. 42 and 153; and 26 and 27 Vic., caps. 90, 109, and 118; and the Bill will incorporate with itself the necessary provisions of "The Railways Clauses Consolidation Acts, 1845 and 1863;" "The Companies Clauses Consolidation Acts, 1845 and 1863;" and "The Lands Clauses Consolidation Acts, 1845 and 1860."

And notice is hereby given, that plans and sections of the said intended railway and works, and of the lands and property so proposed to be purchased and taken as aforesaid, together with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, together with a published map, with the line of railway delineated thereon, will be deposited, on or before the 30th day of November, in the present year, with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said county, and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes, and also a copy of the said Gazette notice, will be deposited with the parish clerk of such parish, at his place of abode; and as relates to any extra-parochial place or lands, with the clerk of some adjoining parish, at his place of abode.

And notice is hereby also given, that copies of the said proposed Bill will be deposited in the

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

Dated this 10th day of November, 1863.

George T. Porter, 4, Victoria-street, Westminster, Solicitor for the proposed Bill.

Frederick Gale, 48, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session, 1864.

Metropolitan and St. John's Wood Railway.

(Incorporation of Company for making Railway from Metropolitan Railway at Baker-street to Hampstead Junction Railway at the Finchley Road Station of that Railway; Powers to Metropolitan, London and North-Western, and North London Railway 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, or some part of the railway hereinafter mentioned, with all needful works, stations, approaches, and conveniences connected therewith, that is to say:—

A railway commencing at or near the Baker-street Station of the Metropolitan Railway, on the north side thereof, and terminating at or near the Finchley-road Station of the Hampstead Junction Railway. The said railway will be situate partly in the parish of Saint Marylebone, and partly in the parish of Saint John, Hampstead, both parishes in the 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 deviations from the line of the said intended railway within the limits to be defined upon the plans hereinafter mentioned, and also such alterations of the sections as may be necessary or expedient.

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, streets, and thoroughfares, so far as may be necessary in constructing or maintaining the said intended railway and works; and in particular to cross the Regent's Canal, and if need be, temporarily to obstruct the same for the purpose of constructing the said intended railway.

To purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, and to acquire any right or easement in, under, or over lands.

To authorise the use and appropriation of any road, street, or thoroughfare for the purposes of the railway and works, and the diversion or removal of all gas, water, and other pipes beneath or communicating with any of the streets, and the alteration of the level and position of the sewers and drains in and communicating with the said streets, and the temporary stopping up of the said streets during the construction of the works, and the use and appropriation for the purposes of the railway of the under surface of any road, street, thoroughfare, or land.

To levy tolls, rates, and charges for the use of the said railway, and to confer, vary, and extinguish other rights and privileges.

To enable the Company, on the one hand, and the Metropolitan, the London and North-Western,

and North London Railway Companies, 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, 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.

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 Land 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 Metropolitan Railway Company, namely: 16 & 17 Vict. c. 186; 17 & 18 Vict. c. 221; 19 & 20 Vict. cc. 102 & 109; 20 & 21 Vict. c. 125; 22 & 23 Vict. c. 97; 23 Vict. c. 58; 23 & 24 Vict. c. 168; 24 & 25 Vict. cc. 133 & 233; 25 & 26 Vict. c. 58; and 26 & 27 Vict. c. 165; also of the following, and of any other Acts relating to the London and North-Western Railway Company, namely: the 9 & 10 Vict. c. 204; 16 and 17 Vict. c. 212; 19 & 20 Vict. c. 52; and 26 & 27 Vict. c. 217; also of the following, and of any other Acts relating to the North London Railway Company, namely: the 9 & 10 Vict. c. 396; 13 & 14 Vict. c. 36; 16 & 17 Vict. c. 97; 17 & 18 Vict. c. 80; 23 & 24 Vict. c. 14; and 24 & 25 Vict. cc. 132 & 196.

Duplicate plans and sections, describing the line, situation, and levels of the proposed railway 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 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 Middlesex, at his office at the Sessions House, Clerkenwell-green; 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 said parishes of Saint Marylebone and Saint John, Hampstead, and a copy of this notice will be deposited as follows, that is to say: as regards the parish of Saint Marylebone, with the clerk of the vestry of that parish, at his office at the Court House, Marylebone-lane; and as regards the parish of Saint John, Hampstead, with the clerk of the vestry of that parish at his office at the Vestry Hall, Hampstead aforesaid.

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.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster, Solicitors for the Bill;

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

Charing Cross Railway.

(Additional Lands for Stations, &c.; Powers to let Lands, &c., for an Hotel, &c., and to erect an Hotel; Powers to subscribe towards an Hotel, and other provisions in reference thereto; Powers to raise Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Charing-cross Railway Company (hereinafter called the Company); for an Act for the following purposes, or some of them (that is to say):—

To empower the Company to purchase by compulsion or agreement, for station and other purposes connected with their undertaking, the lands and houses following, or some of them, that is to say:—

Certain houses, hereditaments and premises in the parishes of St. Mary, Bothaw, and St. Swithin, London Stone, in the city of London, situate and being Nos. 2, 3, 4, and 5, Scott's-yard, Bush-lane, Cannon-street.

Also certain stables, offices, tenements, hereditaments and premises, situate in the parishes of St. Michael, Paternoster Royal and Allhallows the Great, and Allhallows the Less, some or one of them, in the city of London; on the western side of and adjoining Dowgate-hill, and on the southern side of and adjoining College-street.

To authorise the Company for the purposes aforesaid, or some of them, to stop up and discontinue as a public place, and to abolish all rights of way over the same, of so much of Scott's-yard as lies in the front of and to the westward of the said houses, Nos. 2, 3, 4, and 5, in that yard, and to authorise the appropriation and use thereof, and to vary and extinguish all existing rights and privileges connected with the said lands and houses, which would in any manner impede or interfere with the objects and purposes of the intended Act, or any of them, and confer other rights and privileges.

To authorise the Company to grant, and any company or person willing in that behalf, to accept a lease for a term of years, or in perpetuity, of any part or parts of the Company's intended station and the site thereof, and any building or buildings erected or to be erected therein, and the approaches thereto respectively, at the terminus of their railway (and the superfluous lands adjoining and near thereto) at or near Cannon-street, in the city of London, with such reservations or exceptions, and upon such terms or conditions and for such considerations, either annual or in gross, as may be agreed upon, or as may be provided for in and by the intended Act, for the purpose of the erection and maintenance thereon of an hotel and refreshment rooms, and other like accommodation; and to authorise the Company to subscribe and contribute funds towards the erection of an hotel and refreshment rooms, and accommodations and conveniences connected therewith, at or near to the said terminus, and to take and hold by themselves or their nominees shares of the capital of any company incorporated or formed for the purpose of erecting such hotel, refreshment rooms, and accommodations

as aforesaid, or to guarantee to that company such interest, dividend, annual or other payments, on all or any part of the capital of that company as may be agreed on, and to authorise the Company, if thought fit, to erect upon their said superfluous lands, and on or above their said terminal station, an hotel, with refreshment rooms and other accommodations and conveniences connected therewith.

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

To authorise the Company, and any such company to be incorporated or formed as aforesaid, to enter into and carry into effect agreements and arrangements for effecting all or any of the purposes aforesaid, and to authorise the Company to accept, take, and hold by themselves, or their nominees, as a consideration, or in part consideration, of any such lease as aforesaid, shares fully paid up, or otherwise, in the capital of any company to be incorporated as aforesaid, and to vote at meetings of, and to appoint directors of such company, and to confirm any agreements which may have been entered into with reference to any of the objects aforesaid.

To make provision in the intended Act for including in the lease, sale, or amalgamation, authorised by the "Charing-Cross Railway Act, 1863," the powers, property, estate, rights, privileges, and authorities which may be conferred upon or vested in the Company by the intended Act, and for extending and applying to such powers, property, estate, rights, privileges, and authorities the necessary provisions of the said recited Act.

To alter, amend, extend, vary, enlarge, or repeal, so far as may be necessary for the purposes of the intended Act, all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, relating to the Company, that is to say:—

The Charing-cross Railway Act, 1859.

The Hungerford Market and Charing-cross Bridge Companies Act, 1860.

The Charing-cross Railway (City Terminus) Act, 1861.

The Charing-cross Railway (City Terminus-bridge) Act, 1862.

The Charing-cross Railway Act, 1863.

And any other Act or Acts relating to the Company.

And also the Acts relating to the South-Eastern Railway Company (that is to say),—local and personal Acts, 6 Wm. IV., cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., sess. 2, cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; 22 and 23 Vic., cap. 35; 24 Vic., cap. 12; 24 and 25 Vic., cap. 191; 25 and 26 Vic., cap. 96; 26 and 27 Vic., cap. 115; and the several Acts relating to the London and Greenwich Railway (that is to say),—the Acts (local) 3 and 4 Wm. IV., cap. 46; 7 Wm. IV., and 1 Vic., caps. 3, 50, and 120; 1 and 2 Vic., cap. 4; 2 and 3 Vic., cap. 19; 3 and

4 Vic., caps. 127 and 128 ; 5 and 6 Vic., cap. 102 ; and 8 and 9 Vic., cap. 80.

And notice is hereby further given, that on or before the 30th day of November instant, plans describing the lands, houses, hereditaments, and premises, which may be taken compulsorily under the powers of the intended Act, 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 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 plans and book of reference as relates to each parish in which the lands, houses, hereditaments and premises intended to be taken are situate, 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 that on or before the 23rd day of December in the present year printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 12th day of November, 1863

Henry Toogood, 16, Parliament-street,
Westminster.

Charing Cross Western Railway.

(Construction of Railways from the Charing Cross Railway at Lambeth, to the West London Extension Railway at Kensington, and to Hammersmith—Powers of construction to a Company to be incorporated, and to the London and North Western, the London Brighton and South-Coast, the London and South Western, the Great Western, the South Eastern, the Charing Cross and the West London Extension Railway Companies—Powers to those Companies to raise and apply capital, 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 all or some of the following among other purposes, that is to say:—

To make and maintain the following railways, or some or one of them, with all proper and necessary stations, sidings, approaches, works, and conveniences connected therewith, that is to say:—

A railway (No. 1) commencing in the parish of Lambeth, otherwise St. Mary, Lambeth, in the county of Surrey, by a junction with the main line of the Charing Cross Railway at or near the bridge which carries such main line over the Waterloo-road, and terminating in the parishes of St. Mary Abbott, Kensington, and Fulham, otherwise All Saints, Fulham, or one of them, in the county of Middlesex, by a junction with the West London Extension Railway at a point thereon 50 yards or thereabouts south from the bridge which carries the turnpike-road leading from Kensington to Hammersmith over the railway near the Kensington station, 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, Lambeth, otherwise St. Mary, Lambeth, and the bed and shores of the River Thames, in the county of Surrey ; St. John the Evangelist, Westminster ; St. Margaret, Westminster ; St. George, Hanover-square ; the city and liberties of Westminster ; the bed and shore of the River Thames ; Chelsea, otherwise St. Luke, Chelsea ; St. Mary Abbott, Kensington ; Fulham, otherwise All Saints, Fulham ; Hammersmith, otherwise St.

Paul, Hammersmith, all in the county of Middlesex.

A railway (No. 2) commencing in the parish of Lambeth, otherwise Saint Mary, Lambeth, in the county of Surrey, by a junction with the Charing-cross Railway at or near the southern abutment of the bridge which carries that railway over the River Thames, and terminating in the said parish of Lambeth, otherwise Saint Mary, Lambeth, by a junction with the said intended railway (No. 1) at a house in the occupation of Martha Thornhill, situate in a street called Griffin-street, leading out of York-road, and No. 2 in that street, which said intended railway (No. 2) will be wholly situate within the said parish of Lambeth, otherwise Saint Mary, Lambeth, in the county of Surrey.

A railway (No. 3) commencing in the parish of Saint Mary Abbott, Kensington, in the county of Middlesex, by a junction with the said intended Railway (No. 1) in a field or market-garden in the occupation of Samuel Allaway, and near the north-western corner thereof, which field or market-garden is bounded on the south-western side by the West London Extension Railway, and on the north-western side by a road in front of certain cottages called Alma cottages, and terminating in the parish of Hammersmith, otherwise Saint Paul, Hammersmith, at a point in the north-west corner of a field or market-garden occupied by Thomas Dedman, and which point is at or near to the junction of a lane, called Red Cow-lane, with the turnpike-road leading from Hammersmith to Kensington, which said intended Railway (No. 3) will be wholly made or situate within the parishes of Saint Mary Abbott, Kensington, Fulham, otherwise All Saints, Fulham, and Hammersmith, otherwise Saint Paul, Hammersmith, in the county of Middlesex.

To deviate 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 streets, thoroughfares, courts, passages, and highways, railways, tramways, tubes, bridges, rivers, and other waters, and 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 intended Act, or with any road, highway, railway, tramway, tube, bridge, river, water, watercourse, sewer, pipe, building, or works to be stopped up, altered, or diverted as aforesaid, or which would or might otherwise prevent or obstruct any object or purpose of the intended Act being fully effected ; and to authorise the levying of tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties and charges, and other rights and privileges.

To purchase by compulsion, or otherwise, lands, houses, and hereditaments for the purposes of the said intended railways and works, or some or one of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments.

To authorise the use and appropriation of any street, road, court, and passage stopped up or diverted for the purposes of the intended railways and works, or any of them, and the use and appropriation of the under surface of any road, street, square, thoroughfare, or land passed under or interfered with for the purposes of the intended Act.

To incorporate a company (hereinafter referred to as the Company) for the purpose of making and maintaining the intended railways and works, or some or one of them, or some part or parts thereof respectively, or to empower the London and North Western, the London, Brighton, and South-Coast, the London and South-Western, the Great Western, the South-Eastern, the Charing-Cross, and the West London Extension Railway Companies (hereinafter referred to as the Seven Companies), or any or either of them, and either jointly or separately with the Company, to make and maintain the said railways and works, or some or one of them, or some part or parts thereof respectively, and to delegate to the Seven Companies, or to any or either of them, jointly with the Company, the execution of all or any of the powers of the intended Act; and also to authorise the Seven Companies, or any or either of them, to apply any capital or funds, now or hereafter belonging to them, or under the control of their directors, to all or any of the purposes of the intended Act, and also to authorise the Seven Companies, or any or either of them, to subscribe towards, and to take and hold shares in the undertaking of the Company, and to guarantee to or for the Company interest, dividends, annual, or other payments on shares and stock, and the principal and interest of any loan, and for the purposes aforesaid, and other the purposes of the intended Act, and for some or one of such purposes, to raise money and increase their capital either by borrowing on mortgage or bond, or by the creation of new or additional shares or stock (or by both or either of such means) either with or without guarantee, preference or priority in payment of interest or dividend, or other special privileges, and either as part of their general capital and funds, or wholly or partially as a separate capital and loan, charged primarily or exclusively on all or any part of the intended railways and works, or some or one of them, or by both those modes, and also to divide such shares or stock into classes, and to create the same on such terms and conditions and with such privileges, and in such manner as shall be prescribed by the intended Act, or as Parliament shall authorise or direct, and also to enable the Company and the seven railway companies, or any or either of them, to appoint a joint committee or committees, and to authorise the seven Companies, or any or either of them, to appoint directors of the Company.

To enable the Company on the one hand, and the seven Companies or any or either of them, on the other hand, to enter into and carry into effect such contracts, arrangements, or agreements, as they may respectively think fit, in reference to the construction, working management, use and maintenance by any or either of the contracting Companies of the intended railways and works, or some or one of them, or any part or parts thereof respectively, and for the regulation, management, working, interchange, 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 of the costs and expenses of such working, management, use, and maintenance, and the employment of officers and servants, and also for or in respect of the sums or considerations, either annual or in gross, to be payable by any or either of the Companies, to the other and others of them, as may be agreed upon or provided by the intended Act in respect of all or any of the matters aforesaid, and to confirm any agreements already made.

To incorporate with the intended Act the necessary provisions of "The Companies' Clauses Consolidation Act, 1845," "The Companies'

Clauses Act, 1863," "The Lands Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

To amend or repeal the provisions in any Act or Acts of Parliament, letters patent, charter, or authority, which would affect or interfere with the execution of the powers of the Act, whether relating to any gas company, water company, telegraph company, or any company, association, corporation, or persons having authority to break open streets or public thoroughfares, or to lay pipes, wires, tubes, or other works beneath the same.

To amend the "Metropolis Management Act, 1855;" "The Metropolis Management Amendment Act, 1856;" "The Metropolis Management Amendment Act, 1862;" "The Thames Embankment Act, 1862;" "The Thames Embankment Act, 1863;" "The Metropolis Improvement Act, 1863;" and any other Acts relating to the Metropolitan Board of Works and the local management of the metropolis, and 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 London and North-Western Railway Company (that is to say), local and personal Acts, 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vic., caps. 46, 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vic., caps. 5, 77, 108, 177, and 217; and any other Acts relating to the London and North-Western Railway Company.

Also the Acts relating to the London, Brighton, and South-Coast Railway Company (that is to say):—Local and personal Acts 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., caps. 57, 84, 101, 104, and 118; 22 Vic., cap. 3; 22 and 23 Vic., caps. 81, 69, 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; 25 and 26 Vic., caps. 68, 71, 151, 207, and 210; and 26 and 27 Vic., caps. 137, 142, 192, 218, and 227, and any other Acts relating to the London, Brighton, and South Coast Railway Company; also the Acts relating to the London and South-Western Railway

Company (that is to say),—local and personal Acts 4 and 5 Wm. IV., cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 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, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 108, 158, and 185; 25 and 26 Vic., caps. 42 and 152; and 26 and 27 Vic., caps. 90 and 109; and any other Acts relating to the London and South-Western Railway Company.

Also the Acts relating to the South Eastern Railway Company, that is to say,—Local and personal Acts, 6 Wm. IV., cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., sess. 2, cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 56 and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; 22 and 23 Vic., cap. 85; 24 Vic., cap. 12; 24 and 25 Vic., cap. 191; 25 and 26 Vic., cap. 191; 25 and 26 Vic., cap. 96; 26 and 27 Vic., cap. 115; 3 and 4 Wm. IV., cap. 46; 7 Wm. IV. and 1 Vic., caps. 3, 50, and 120; 1 and 2 Vic., cap. 4; 2 and 3 Vic., cap. 19; 3 and 4 Vic., caps. 127 and 128; 5 and 6 Vic., cap. 102; and 8 and 9 Vic., cap. 80; and any other Acts relating to the South Eastern Railway Company.

Also the Acts relating to the Great Western Railway Company, that is to say, local and personal Acts, 5 and 6 Wm. IV., cap. 107; 6 Wm. IV., caps. 36, 38, 77, and 79; 7 Wm. IV., and 1 Vic., caps. 91 and 92; 1 and 2 Vic., caps. 24 and 26; 2 and 3 Vic., cap. 27; 3 and 4 Vic., caps. 47 and 105; 4 and 5 Vic., cap. 41; 5 Vic., sess. 2, cap. 28; 6 and 7 Vic., cap. 10; 7 and 8 Vic., caps. 3 and 63; 8 and 9 Vic., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 and 10 Vic., caps. 14, 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, 383, and 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 102, 149, 154, 226 and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 and 14 Vic., caps. 6, 7, 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, and 81; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Vic., caps. 103, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Vic., cap. 98; 19 and 20 Vic., caps. 126 and 137; 20 Vic., cap. 1; 20 and 21 Vic., caps. 8, 24, 54, 96, and 158; 21 and 22 Vic., cap. 88; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 40, 64, 76, 120, and 134; 23 and 24 Vic., cap. 69; 24 and 25 Vic., caps. 36, 73, 81, 87, 134, 164, 189, 204, 212, and 234; 25 and 26 Vic., caps. 58, 71, 78, 109, 110, 111, 127, 128, 196, 198, 206, and 226; 26 and 27 Vic., caps. 113, 151, and 198, and other Acts relating to the Great Western Railway Company.

Also the Acts relating to the Charing Cross Railway Company, that is to say,—local and per-

sonal Acts 22 and 23 Vic., cap. 81; 23 and 24 Vic., cap. 147; 24 and 25 Vic., cap. 93; 25 and 26 Vic., cap. 220; and 26 and 27 Vic., cap. 115; and any other Acts relating to the Charing Cross Railway Company; "The West London Extension Railway Act, 1859," "The West London Extension Railway Act, 1861," and "The West London Extension Railway Act, 1863," and the Act local 22 and 23 Vic., cap. 137, relating to the Pneumatic Dispatch Company (limited).

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 the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office, at Lambeth, in that county; and with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions-house, Clerkenwell; 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 the several parishes within which the said intended railways and works will be situate, together with a copy of this notice, published as aforesaid, will be deposited as follows, that is to say,—as regards the parish of Lambeth, otherwise St. Mary, Lambeth, with the vestry clerk of such parish, at his office at Kennington-green, Kennington-road, Lambeth; as regards the parishes of St. John the Evangelist, Westminster, and St. Margaret, Westminster, with the clerk of the board of works for the Westminster district, at his office, Great Smith-street, Westminster; as regards the parish of St. George, Hanover-square, with the vestry clerk of that parish, at his office Mount-street, Grosvenor-square; as regards the parish of Chelsea, otherwise St. Luke, Chelsea, with the vestry clerk of that parish, at his office, at the Vestry-hall, King's road, Chelsea; as regards the parish of St. Mary Abbott, Kensington, with the vestry clerk of that parish, at his office, at the Vestry-hall, Kensington; and as regards the parishes of Fulham, otherwise All Saints, Fulham, and Hammersmith, otherwise St. Paul, Hammersmith, with the clerk of the board of works for the Fulham district, at his office at the Vestry-hall, Hammersmith Broadway.

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.

H. and W. Toogood, 16, Parliament-street,
Westminster.

Parliamentary Agents.

Charing Cross Northern Railway.

(Construction of Railways from the Charing Cross Railway, near Charing Cross to the Great Northern and Midland Railways, near King's Cross and to the London and North-Western Railway, near Easton Station—Powers of construction to a Company to be incorporated, and to the Great Northern, Midland, London, and North Western, Great Eastern, South Eastern, and Charing Cross Railway Companies—Powers to those Companies to raise and apply capital, and to make working agreements—Amendment of Acts.)

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

To make and maintain the following railways, or some or one of them, with all proper and necessary stations, sidings, approaches, works and conveniences connected therewith, that is to say :

A railway (No. 1) commencing in the parish of St. Martin-in-the-Fields, in the county of Middlesex, by a junction with the Charing Cross Railway, at or near the northernmost pier of the two brick piers of the bridge which carries that railway over the River Thames, and terminating in the parish of St. Pancras, in the county of Middlesex, by a junction with the Great Northern Railway, in the King's Cross station of that railway, at a point 130 yards, or thereabouts, northwards from the southern end of that station, and which point is at or near the main departure platform, which said intended railway (No. 1) will pass from, in, through, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say,—St. Martin-in-the-Fields, St. Paul, Covent-garden; St. Anne, Soho; the bed and shore of the River Thames, the city and liberties of Westminster, St. Giles-in-the-Field, St. Andrew, Holborn above Bars, St. George, Bloomsbury, St. George the Martyr, St. Mary, Islington, and St. Pancras, all in the county of Middlesex.

A railway (No. 2) commencing in the parish of St. Pancras, in the county of Middlesex, by a junction with the said intended railway (No. 1), at or near a house in the occupation of Charles Lumley and William Gentry, or one of them, and situate in a street called Argyle-street, and numbered 32 in that street, and terminating in the said parish of St. Pancras, by a junction with the railway authorised by the Midland Railway (Extension to London) Act, 1863, and firstly described in the 9th section of that Act, at or near a house in the occupation of David Derrin, and being No. 37, Cambridge-street, Old St. Pancras-road, which said intended railway (No. 2) will be wholly made in or situate within the said parish of St. Pancras, in the county of Middlesex.

And a railway (No. 3) commencing in the parish of St. George, Bloomsbury, in the county of Middlesex, by a junction with the said intended Railway No. 1, in a certain mews called Brunswick-mews, at or near to the centre of the said mews, which said mews is approached from Wilmot-street, and terminating in the parish of St. Pancras, in the said county, by a junction with the London and North Western Railway, at or near a point thereon where that railway passes under the road which is on the south-eastern side of a certain square called or known as Amphill-square, which said intended railway (No. 3) will be wholly made in, or situate within, the said parishes of St. George, Bloomsbury, and St. Pancras, in the county of Middlesex.

To deviate 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 streets, thoroughfares, courts, passages, and highways, railways, tramways, tubes, bridges, rivers, and other waters and 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 intended Act, or with any road, highway, railway, tramway, tube bridge, river, water, watercourse, sewer-pipe, building, or works to be stopped up, altered, or diverted as aforesaid, or which would

or might otherwise prevent or obstruct any object or purpose of the intended Act being fully effected. And to authorise the levying of tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges.

To purchase by compulsion, or otherwise, lands, houses, and hereditaments, for the purposes of the said intended railways and works, or some or one of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments.

To authorise the use and appropriation of any street, roads, court, and passage, stopped up or diverted for the purposes of the intended railways and works, or any of them, and the use and appropriation of the under surface of any road, street, square, thoroughfare, or land passed under or interfered with for the purposes of the intended Act.

To incorporate a company hereinafter referred to as the Company for the purpose of making and maintaining the intended railways and works, or some or one of them, or some part or parts thereof respectively, or to empower the Great Northern, the Midland, the London and North Western, the Great Eastern, the South Eastern, and the Charing Cross Railway Companies (hereinafter referred to as the Six Companies) or any or either of them, and either jointly or separately with the Company, to make and maintain the said railways and works, or some or one of them, or some part or parts thereof respectively, and to delegate to the Six Companies, or to any or either of them jointly with the Company, the execution of all or any of the powers of the intended Act, and also to authorise the Six Companies, or any or either of them, to apply any capital or funds now or hereafter belonging to them or under the control of their directors to all or any of the purposes of the intended Act, and also to authorise the Six Companies, or any or either of them, to subscribe towards, and to take, and hold shares in the undertaking 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 and for the purposes aforesaid, and other the purposes of the intended Act, and for some or one of such purposes to raise money and increase their capital, either by borrowing on mortgage or bond, or by the creation of new or additional shares or stock (or by both or either of such means), either with or without guarantee, preference, or priority in payment of interest or dividend, or other special privileges, and either, as part of their general capital and funds, or wholly, or partially, as a separate capital and loan, charged primarily or exclusively on all or any part of the intended railways and works, or some or one of them, or by both those modes, and also to divide such shares or stock into classes, and to create the same on such terms and conditions, and with such privileges, and in such manner as shall be prescribed by the intended Act, or as Parliament shall authorise or direct. And also to enable the Company and the six railway Companies, or any or either of them, to appoint a joint committee or committees.

To enable the Company, on the one hand, and the six railway Companies, or any, or either of them, on the other hand, to enter into and carry into effect such contracts, arrangements, or agreements, as they may respectively think fit, in reference to the construction, working, management, use, and maintenance, by any or either of the contracting Companies of the intended railways and works, or some or one of them, or any part or

parts thereof respectively, and for the regulation, management, working, interchange 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 of the costs and expenses of such working, management, use, or maintenance, and the employment of officers or servants, and also for or in respect of the sums or considerations, either annual or in gross, to be payable by any or either of the companies, to the other, and others of them, as may be agreed upon or provided by the intended Act in respect of all or 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, 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."

To amend or repeal the provisions in any Act or Acts of Parliament, letters patent, charter, or authority, which would affect or interfere with the execution of the powers of the Act, whether relating to any gas company, water company, telegraph company, or any company, association, corporation, or persons having authority to break open streets or public thoroughfares, or to lay pipes, wires, tubes, or other works beneath the same.

To amend "The Metropolis Management Act, 1855," "The Metropolis Management Amendment Act, 1856," "The Metropolis Management Amendment Act, 1862," "Covent Garden Approach and Southwark and Westminster Communication Act, 1857," "The Thames Embankment Act, 1862," "The Thames Embankment Act, 1863," "The Metropolis Improvement Act, 1863," and any other Acts relating to the Metropolitan Board of Works, and the local management of the metropolis, and 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 Midland Railway Company (that is to say), local and personal Acts 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, 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, 88, 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; 26 and 27 Vic., caps. 74, 182, and 183; and any other Acts relating to the Midland Railway Company: also the Acts relating to the Great Northern Railway Company (that is to say), local and personal Acts 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; 25 and 26 Vic., caps. 1 and 46; 26 and 27 Vic., caps. 147 and 191; and any other Acts relating to the Great Northern Railway Company; also the Acts relating to the London and North-Western Railway Company (that is to say) local and personal Acts 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67, 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368,

369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vic., caps. 46, 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vic., caps. 5, 77, 108, 177, and 217, and any other Acts relating to the London and North Western Railway Company. Also the Acts relating to the Great Eastern Railway Company (that is to say): The Great Eastern Railway Act, 1862; The Eastern Counties Railway (Copping lines) Act, 1862; The Eastern Union Railway Act, 1862; The Great Eastern Railway (Additional Powers) Act, 1863; and any other Acts relating to the Great Eastern Railway Company; also the Acts relating to the South Eastern Railway Company (that is to say) Local and Personal Acts, 6 Wm. IV., cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., sess. 2, cap. 3; 6 and 7 Vic., caps. 51, 52 and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197 and 200; 9 Vic., caps. 55, 56 and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130 and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; 22 and 23 Vic., cap. 35; 24 Vic., cap. 12; 24 and 25 Vic., cap. 191; 25 and 26 Vic., cap. 96; 26 and 27 Vic., cap. 115; 3 and 4 Wm. IV., cap. 46; 7 Wm. IV. and 1 Vic., caps. 3, 50 and 120; 1 and 2 Vic., cap. 4; 2 and 3 Vic., cap. 19; 3 and 4 Vic., caps. 127 and 128; 5 and 6 Vic., cap. 102; and 8 and 9 Vic., cap. 80. And any other Acts relating to the South Eastern Railway Company. Also the Acts relating to the Charing Cross Railway Company, that is to say, local and personal Acts, 22 and 23 Vic., cap. 81; 23 and 24 Vic., cap. 147; 24 and 25 Vic., cap. 93; 25 and 26 Vic., cap. 220; and 26 and 27 Vic., cap. 115; and any other Acts relating to the Charing Cross Railway Company, and the Act local 22 and 23 Vic., cap. 137 relating to the Pneumatic Dispatch Company (limited).

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, 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 Clerkenwell, in that county, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the intended railways and works will be made, and a copy of this notice published as aforesaid will be deposited for public inspection as follows, that is to say, as regards the parish of St. Martin-in-the-Fields with the clerk of the vestry of that parish, at St. Martin's vestry-hall; as regards the parishes of St. Paul Covent Garden and St. Anne's Soho, with the clerk of the Board of Works for the Strand district, at his office, No. 5, Tavistock-street, Covent-garden; as regards the parishes of

St. Andrew Holborn above Bars and St. George the Martyr, with the clerk of the Board of Works for the Holborn district, at his office, No. 47, Chancery-lane; as regards the parishes of St. Giles-in-the-Fields and St. George Bloomsbury, with the clerk of the Board of Works for the St. Giles district, at his office, No. 199, High Holborn; as regards the parish of St. Mary Islington, with the clerk of the vestry of that parish, at his office, at the Vestry-hall, Islington; and as regards the parish of St. Pancras, with the clerk of the vestry, of that parish, at his office, King's-road, Camden Town.

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.

H. and W. Toogood, 16, Parliament-street,
Westminster.

Parliamentary Agents.

In Parliament—Session 1864.

Forth Bridge Railway.

(Incorporation of Company—Construction of Railway from Pardovan to Charleston—Running Powers and Facilities over the Railways of the North British and Edinburgh and Glasgow Railway Companies—Working Arrangements with the North British Edinburgh and Glasgow, and Caledonian Railway Companies—Amendment of Acts.)

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

To incorporate a Company (hereinafter referred to as "the Company"), and to authorise the Company to make and maintain the railway hereinafter mentioned, with all proper stations, approaches, works, and conveniences connected therewith respectively (that is to say):—

A railway to commence in the parish of Linlithgow, in the county of Linlithgow, by a junction with the Edinburgh and Glasgow Railway, at a point thereon three quarters of a furlong, or thereabouts, measured in the direction of Edinburgh from the mile post near to Pardovan, on such railway, indicating the distance to be 14 miles from Edinburgh, and 32 from Glasgow, and at or about a point where the said Edinburgh and Glasgow Railway is there crossed by a public road, and to terminate in the parish of Dunfermline, in the county of Fife, by a junction with the North British (late Charleston, or Elgin) Railway, at a point thereon two furlongs or thereabouts, measured along that railway northwards from a point thereon opposite to a public-house, known as "The Elgin Arms Inn," at Charleston, which said intended railway will pass from, in, through, or into, or be situate within the several parishes, Royal burghs, townships, and extra-parochial or other places following, or some of them, that is to say:—Linlithgow, Carriden, and Abercorn, or some of them, all in the county of Linlithgow; and Dunfermline, and the Royal burgh of Dunfermline, or one of them, in the county of Fife, and the bed or soil of the Firth of Forth in or near to the parishes of Abercorn, Carriden, and Dunfermline, aforesaid.

To deviate from the line and levels of the said intended railway and works as shown on the plans and sections hereinafter referred to, and to cross, stop up, take down, alter, or divert, temporarily or permanently, all turnpike and other roads, railways, tramways, piers, jetties, quays, wharves, landing places, rivers, estuaries, firths, streams, canals, reservoirs, navigations, bridges, or works of any description, which it may be necessary or convenient to cross, stop up, take down, alter, or divert, for the purposes of the said intended railway and works.

To purchase lands and buildings by compulsion in the several parishes, Royal burghs, townships, and places aforesaid, or some of them, and also lands and buildings by agreement for the purposes of the intended railway and for other purposes of the Company, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings to be purchased, or which would prevent or obstruct the carrying into effect any of the purposes of the said intended Act, and to alter, vary, or extinguish existing tolls, rates, duties, and charges, and exemptions from payment of tolls, rates, duties, and charges, and to authorise the levying of new tolls, rates, duties, and charges, and to confer new exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges.

To empower the Company and all other Companies and persons lawfully using the said intended railway, or any part thereof, to run over, work, and use with their engines, carriages, officers, and servants, and for the purposes of their traffic of every description upon terms to be settled (in default of agreement) by the Board of Trade or by arbitration, all or any part of the lines of railway, stations, roads, platforms, booking offices, water, water engines, sidings, machinery, works, and conveniences now constructed, or authorised to be constructed, belonging to the North British Railway Company and the Edinburgh and Glasgow Railway Company, or either of them, or either of their lessees or assigns, and to require and compel those Companies, or either of them, to afford all requisite facilities for the purpose, and to enable the Company to levy tolls, rates, and duties, in respect of passengers and traffic conveyed over the before mentioned respective railways, or any of them, or any parts thereof respectively, under the powers of the said intended Act, and if need be to alter and restrict the tolls, rates, and duties then leviable, and to fix and determine the tolls, rates, and duties to be thereafter taken upon or in respect of the said respective railways, or of any of them, or any parts thereof, and the works and conveniences connected therewith respectively.

To make effectual provision for the interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the said intended railway, from, to, or over any of the railways of the other Companies before named or referred to, or either of them, with or without the rolling stock, officers, and servants of the Company, or any other Company or persons lawfully using the railway of the Company, and for through booking, mileage rates, and other facilities, and for the settlement (in default of agreement) by arbitration or otherwise of the terms, payment, and conditions on which such services and facilities shall be rendered.

To authorise and empower the Company on the one hand, and the North British Railway Company, the Edinburgh and Glasgow Railway

Company, and the Caledonian Railway Company, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, or arrangements, for or with reference to the construction, maintenance, working, and using by any or either of the contracting Companies of the said intended railway and works, 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, the sums or considerations to be payable by any, or either of the contracting Companies to the other, or others of them, and all incidental matters, and to provide, if need be, for the appointment of a joint committee, or joint committees, and to confer upon such committee or committees all necessary powers to regulate their proceedings.

To confirm any agreement which may have been entered into between the Company and the other Companies before named or referred to, or either of them, with reference to all or any of the matters aforesaid, or other the purposes of the intended Act.

To incorporate with the intended Act the necessary provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation (Scotland) Act, 1845," and "The Railways Clauses Act, 1863."

To alter, amend, or repeal some of the provisions of the several local and personal Acts of Parliament following (that is to say):—Acts relating to the North British Railway Company—namely, 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. 98; 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 Edinburgh and Glasgow Railway Company—namely, 9 and 10 Vic. cap. 332; 11 and 12 Vic. cap. 160; 12 and 13 Vic. cap. 39; 15 Vic. cap. 109; 16 and 17 Vic. cap. 151; 18 and 19 Vic. caps. 158 and 190; 21 and 22 Vic. cap. 64; 24 and 25 Vic. caps. 84 and 248; 25 and 26 Vic. caps. 135 and 138; and 26 and 27 Vic. cap. 237; and all other Acts relating to the Edinburgh and Glasgow Railway Company; Acts relating to the Caledonian Railway Company, viz.:—"The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the sessions of Parliament held 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 and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, and 26th and 27th years of the reign of her present Majesty.

And notice is hereby further given, that plans and sections of the railway, works, and lands to

be authorised or taken compulsorily by or under the powers of the Act, 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 the lands to be taken, a published map, with the line of railway to be made delineated thereon, so as to show its general course or direction, and a copy of this notice, as published in the Edinburgh and London Gazettes, will be deposited for public inspection at the office in Linlithgow of the principal sheriff-clerk of the county of Linlithgow; and at the offices in Cupar and Dunfermline of the principal sheriff-clerk of the county of Fife; and a copy of so much of the plans, sections, and book of reference as relates to any parish or extra-parochial place in which any part of the said works, or any lands to be taken under the compulsory powers of the Act, are or will be situate, together with a copy of this notice, will be deposited with the schoolmaster, or if there be no schoolmaster, then with the sessions 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 Dunfermline, together with a copy of this notice, will be deposited with the Town Clerk of the said Royal burgh, at his office in Dunfermline; and that all such deposits will be made on or before the 30th day of November instant; and 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 this 12th day of November, 1863.

H. and W. Toogood, 16, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1864.

Metropolitan Meat and Poultry Market.

(Alteration of Powers as to raising Money for Market, &c.; Amendment of Acts).

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

To alter, amend, or enlarge some of the powers and provisions of "The Metropolitan Meat and Poultry Market Act, 1860;" "The Newgate Market Abolition Act, 1861;" and "The Metropolitan Meat and Poultry Market (Western Approach) Act, 1862."

To amend the provisions of the said Acts or any of them, with respect to the raising of money upon bonds or other securities, and to authorise the Mayor, Aldermen, and Commons of the city of London to fix a period for the repayment of the principal sums of money borrowed, with the interest thereof, and to re-borrow from time to time, and to make other arrangements for facilitating the raising of money for the purposes of the said Acts or any of them.

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 20th day of November, 1863.

Guildhall,

T. J. Nelson, Acting City Remembrancer.

Wallasey Improvement.

(Pier and Landing Stage, and Reservoir and Works at New Brighton; Alteration of Rates, &c.; Additional Money and Provisions in relation to Borrowing; Lease of Ferries, &c.; Sanitary Provisions; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the Wallasey Local Board (hereinafter called "The Local Board"), for an Act for the following purposes, or some of them.

To empower the Local Board to construct and maintain a pier and landing stage at New Brighton, in the township of Liscard, in the parish of Wallasey, in the county of Chester, in connexion with the existing ferry at New Brighton, belonging to the Local Board, extending into the River Mersey, from a point at or near the east end of Victoria-road, to a point 80 feet or thereabouts beyond low water mark of a spring tide, and also to make and maintain in connexion with the said pier and landing stage, all such jetties, esplanades, landing places, toll gates, toll houses, and other works as may be deemed necessary or convenient.

To empower the Local Board to construct and maintain in connexion with their existing waterworks, a reservoir, on certain land belonging to them, in the said township of Liscard, and parish of Wallasey, situate on the north side of a private road leading from Mount-road eastwardly, to land of the devisees in trust of William Rowson, Esquire, deceased, and to lay down and maintain conduits or main pipes over and along the said private road, for the purpose of connecting the said reservoir with the existing waterworks of the Local Board.

To empower the Local Board to acquire by compulsion or agreement lands, and houses, and hereditaments, for the purposes of the intended Act, and to vary or extinguish all existing rights or privileges in relation to the said lands and houses and hereditaments, which would in any manner impede or interfere with the objects and purposes of the intended Act, and to grant other rights and privileges.

To enable the Local Board to demand and recover tolls and rates in respect of the said intended pier or landing stage, and to alter or vary the tolls and rates now leviable by the Local Board for or in respect of their existing Ferries and the steam boats belonging to them, and to empower the Local Board to demand and recover tolls and rates from persons landing at or departing from any of their piers or landing stages from, out of, or into any steam or other vessels not belonging to the Local Board, and also from persons using all or any of the said piers for purposes of recreation; and to empower the Local Board to compound for and upon such terms as may be agreed upon with any person or persons in respect of all or any of such tolls or rates, and to make special agreements with or in respect of any body or number of persons using their steam boats, or any of their piers or landing stages, and to increase, in respect of boats plying during the night, the tolls or rates now leviable by the Local Board.

To empower the Local Board to lease or otherwise dispose of, for a term of years or otherwise, all or any of their piers, ferries, and landing stages, and their rights and privileges in connexion therewith, and to sell or let on hire, for such period as they may from time to time deem expedient, any of their steam vessels, and to authorise their use for other than ferry purposes.

To empower the Local Board to demand and receive other and increased rates or rents for the supply of water for domestic purposes.

To empower the Local Board to provide and sell or let for hire gas and water meters, pipes, fittings,

and apparatus connected with the supply of gas and water.

To make further and better provision for the construction and regulation of dwelling-houses and buildings to be erected within the district of the Local Board, and for improving the sanitary condition of the several townships and places within such district, and the inhabitants thereof.

To empower the Local Board to grant superannuation or other allowances, from time to time, to officers, servants, or workmen in their employ; and to provide a fund for such purposes either by contributions from such officers, servants, and workmen, or by payments, yearly or otherwise, by the Local Board, or partly by one and partly by the other of such means.

To empower the Local Board to lay down or to contract or agree with, or permit, any Company or persons to lay down upon the streets and public thoroughfares within their district railways and tramways, and to regulate the maintenance, renewal, use, or removal thereof, upon such terms as the Board may prescribe, or as shall be agreed upon between them and any such Company or person.

To confer upon the Board further powers with reference to the sale, lease, or exchange of certain lands mentioned or referred to in the 68th section of "The Wallasey Improvement Act, 1858," and to explain, extend, and amend the said section.

To alter the qualification of persons entitled to vote in the election of members of the Local Board, and to limit such right to persons rated to the poor's rate, or to any rate leviable by the Local Board within the said district, to the extent of £10 and upwards.

To empower the Local Board to raise further money for all or any of the purposes aforesaid, and for other purposes connected with their ferries, piers, and landing stages at Seacombe and Egremont respectively, and with their steam vessels, on the security of the rates, rents, tolls, and duties, or any of them, receivable by them; and to confer further powers on them, with reference to the re-borrowing, paying off, and discharging all or any of the moneys borrowed or to be borrowed by them, under the powers of any existing Act, or of the intended Act, and the interest thereon, and make further provision with respect to the repeal of existing, and the making and enforcing of new bye-laws, and the ratification and confirmation thereof.

And it is proposed by the intended Act to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions remaining unrepealed of "The Wallasey Improvement Act, 1845;" "The Wallasey Improvement Act, 1858;" and "The Wallasey Improvement Act, 1861;" or any of them, and also to alter, amend, extend, and enlarge, so far as the same are applicable to the district of Wallasey, some of the powers and provisions of "The Public Health Act, 1848;" "The Public Health Supplemental Act, 1849;" "The Public Health Supplemental Act, 1850 (No. 2);" "The First Public Health Supplemental Act, 1852;" "The Public Health Supplemental Act, 1853 (No. 1);" "The Local Government Act, 1858;" "The Local Government Act, 1858, Amendment Act, 1861;" "The Local Government Act Amendment Act, 1863;" and "The Local Government Supplemental Act, 1863 (No. 2);"

And notice is hereby further given, that plans and sections relating to the purposes of the intended Act, with a book of reference to such plans, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, in the present year, be deposited

with the Clerk of the Peace for the county of Chester, at his office in the city of Chester, and also with the parish clerk for the parish of Wallacey, at his residence, or if there shall be no parish clerk of the said parish, then with the rector of the said parish, at his residence, and with the clerk of the said Local Board, at the offices of the said Board, at Egremont, in the said parish, and 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 12th day of November, 1863.

T. K. Hassall, Liverpool, Solicitor for the Bill.

Severn Valley Railway.

(Additional Share and Loan Capital; Preference Shares; Arrangements with and Powers to the Great Western Railway Company; Alteration of certain Works; Amendment of Acts.)

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

To authorise the Severn Valley Railway Company (in this notice referred to as "the Company"), to raise further sums of money by the creation and issue of new shares, and to attach, if they think fit, to all or any of such new shares a preference or priority in payment of dividend over the ordinary capital of the Company, and such other privileges and advantages as may be authorised by the Bill, or to issue such new shares, or any of them, as part of the ordinary capital of the Company, and to authorise the Company, or the Great Western Railway Company, on behalf or in lieu of the Severn Valley Railway Company, to raise further sums of money by mortgage or on bond, either with or without any new creation of share capital, or to raise money by debenture stock in lieu of borrowing, and to make other provisions, with reference to the augmentation of the share and loan capital of the Severn Valley Railway Company.

To authorise arrangements between the Severn Valley Railway Company and the Great Western Railway Company, with reference to the augmentation of the capital of the Severn Valley Railway Company, and the mode of raising, and of the application thereof, and the interest and dividends to be payable thereon, and the alteration for those purposes of the payments made by the Great Western Railway Company, in respect of the lease of the Severn Valley Railway, and to grant to the Great Western Railway Company, as regards the new loan capital the same powers as such Company can now, under the West Midland Railway Additional Works Act, 1862, and the West Midland Railway Act, 1863, exercise with regard to the mortgage and bond debt of the Severn Valley Railway Company.

To authorise the Severn Valley Railway Company to widen and improve the public road approach to the station at Upper Arley, such widening and improvement to be situate in the parish of Upper Arley, in the county of Stafford, and to commence at that part of the present approach, about 130 yards north of the Harbour Inn, in the said road, and to terminate at or near the bridge which carries the said Severn Valley Railway over the said road.

To authorise the Severn Valley Railway Company to make and maintain a level crossing of the road across the said Severn Valley Railway,

in the parish of Hartlebury, in the said county of Worcester, numbered 36 on the plans and in the book of reference thereto, referred to in "The Severn Valley Railway Act, 1856," as deposited in the month of November, 1855, such level crossing to be at the point where the said road is now crossed by the said Severn Valley Railway.

To authorise the Company to purchase by compulsion lands and houses for any of the purposes aforesaid, to be described upon the plans to be deposited as hereinafter mentioned,

To alter, amend, and enlarge the powers and provisions of all or some of the following Acts, namely, "The Severn Valley Railway Act, 1855;" "The Severn Railway Act, 1856;" "The Severn Valley Railway Act, 1858;" and "The Severn Valley Railway (Leasing) Act, 1860;" also, "The West Midland and Severn Valley Railways Act, 1862;" "The West Midland Railway (Additional Works) Act, 1862;" "The West Midland Railway Act, 1863;" and the Acts (Local and Personal) 26 and 27 Vict., caps. 113 and 198, and of any other Acts relating to the Great Western Railway or the West Midland section thereof.

To vary or extinguish any rights and privileges with which the objects of the Bill will interfere.

On or before the 30th day of November instant, plans and sections of the before-mentioned works, and the lands and houses which may be taken for the purposes thereof, with a book of reference to the 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 Stafford, at his office at Stafford, and with the Clerk of the Peace for the county of Worcester, at his office at Worcester, on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to the parishes aforesaid, in or through which the proposed works will be made, or the lands and houses which may be taken for the purposes thereof are situate, with a copy of the said notice, will be deposited with the parish clerk of each such parish, at his residence.

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

Dated this 12th day of November, 1863.

Geo. Twynam Porter, No. 4, Victoria-street, Westminster, Solicitor.

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

Hayling Railways Company.

(Extension of authorised Railways; Power to make New Railways and to construct Docks; Pier at the entrance of Hayling Harbour; Extension of Time; Alteration of Name; Additional Capital; Arrangements as to Authorised Capital; Amendment of Acts, &c.)

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

1. The making and maintaining a Railway (No. 1.), with all proper works and conveniences, wholly in the parish of South Hayling, commencing by a junction with the authorised line of the Company's Railway, at or near a point near Hayling Ferry, marked four miles, six furlongs, nine chains, twenty-five links, on the plans deposited with the Clerk of

the Peace for the county of Southampton, previous to the application for the Hayling Railways Act, 1860, and terminating at or near a place called Sea View Terrace, near the Esplanade of South Hayling aforesaid.

2. A Railway, commencing by a junction with the London, Brighton, and South Coast Railway, at the east end of the platform of the Havant Station, in the parish of Havant, and terminating by a junction with the Railway No. 1, authorised by the said "Hayling Railways Act, 1860," at or near a point two furlongs and seven chains distant from the commencement of such Railway No. 1.

3. The making and maintaining of docks and a harbour, and a canal or channel, for connecting such docks, and harbour with the deep water of Hayling, otherwise Langston Harbour, with all suitable and requisite piers, locks, basins, gates, sluices, entrances, culverts, embankments, wharfs, quays, landings, straits, drops, tramways, railways, warehouses, buildings, machinery, and other necessary works; all which said docks, harbours, and works are proposed to be made near to, or adjoining to, the commencement of the first described intended railway, and in the parishes or extra-parochial places of North and South Hayling, and Hayling Harbour, or some of them.

4. The making and maintaining a pier, to commence from a point at or near to the lastly before described intended dock, and north-east of, and nearly opposite to, Cumberland Fort, over the mud and other lands and the foreshore and sandbanks, or mud lands, between such point of commencement and the termination of the said intended pier, at or near to the rocks called the Wolsouer Rocks, at the entrance to the said Hayling, otherwise Langston Harbour, with all necessary works and conveniences connected therewith.

5. The dredging, scouring, and deepening the bed or soil of Langston Harbour, opposite to the entrance of such intended pier, new docks, and works, and the placing and maintaining moorings, buoys, dolphins, capstans, and other necessary works for the warping and otherwise assisting vessels entering or leaving the intended pier and new docks.

6. To change the corporate name of the Company, and to empower the Company to increase the number of their directors, and if they think fit, to appoint directors for the new railways and works proposed to be authorised, or any part of them.

7. To enable the Company to raise additional capital by the creation and issue of new shares and by loan for all or any of the purposes herein mentioned, and to attach to all or any of the shares so issued a preference or priority in payment of dividend over the ordinary capital of the Company, with such other privileges and advantages as may be prescribed by the Bill, and also to enable the Company to raise additional capital, with or without preference or priority in payment of dividend and by loan, for the completion of the works authorised by the "Hayling Railways Act, 1860."

8. To extend the time limited by the "Hayling Railways Act, 1860," for the completion of all, or some of, or some parts of the railways by that Act authorised.

9. And powers will be taken to extend the powers conferred on the Company and the London and South-Western Railway Company by sections 46 to 54, both inclusive, of the "Hayling Railways Act, 1860," to the railways proposed to be authorised by the intended Act.

10. And powers will also be taken to enable the Company and the London, Brighton, and the South Coast Railway Company to enter into with respect to their authorised and proposed railways and docks, all contracts and arrangements as to

traffic or otherwise, similar to those authorised between the Company and the London and South-Western Railway Company by the above mentioned sections 46 to 54, of the "Hayling Railways Act, 1860," or so far as the same may be applicable thereto.

And the intended Act will also confer on the Company the following powers or some of them, (that is to say),—To cross, stop up, alter, or divert, whether temporarily or permanently, any turprike or other roads, highways, streets, footways, railways, tramroads, aqueducts, canals, rivers, navigations, sewers, drains, and streams, in the several parishes, townships, and extra-parochial or other places before mentioned, or any of them, which it may be necessary to cross, stop up, alter, or divert, in executing the purposes of the intended Act, or some of them; to purchase, by compulsion or otherwise, lands, houses, buildings, and hereditaments, for the purposes of the said intended Act, and to vary, or extinguish all existing rights and privileges connected with such lands, houses, buildings, and hereditaments, which would in any way interfere with the construction, maintenance, or use of the said intended railways, docks, and works, or other the purposes of the intended Act; to levy tolls, rates, or duties upon or for the use of such intended railways, docks, and works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties respectively; to incorporate in the said Act, all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845 and 1860;" "The Companies' Clauses Consolidation Acts, 1845 and 1863," and "The Railways Clauses Consolidation Acts, 1845 and 1863."

And it is intended, so far as may be necessary or desirable for any of the purposes of the said Bill or otherwise, to amend the provisions of the several Acts of Parliament following, or some of them, that is to say, local and personal Acts:—5 and 6 Wm. IV., cap. 10; 6 and 7 Wm. IV., cap. 121; 7 Wm. IV., and 1 Vict., cap. 119; 1 and 2 Vict., cap. 20; 2 and 3 Vict., cap. 18; 3 and 4 Vict., cap. 129; 6 and 7 Vict., caps. 27 and 62; 7 and 8 Vict., caps. 67, 91, 92, and 97; 8 and 9 Vict., caps. 52, 113, 196, 199, and 200; 9 and 10 Vict., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict., caps. 167, 244, and 276; 11 and 12 Vict., cap. 136; 16 and 17 Vict., caps. 41, 86, 88, 100, and 180; 17 and 18 Vict., caps. 61, 68 and 210; 18 and 19 Vict., caps. 114 and 169; 19 and 20 Vict., caps. 87, 92, and 105; 20 and 21 Vict., caps. 60, 72, 133, and 143; 21 and 22 Vict., caps. 57, 84, 101, 104, and 118; 22 Vict., cap. 3; 22 and 23 Vict., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vict., caps. 109, 158, 171, 172, and 174; 24 and 25 Vict., caps. 120, 174, and 234; 25. and 26 Vic., caps. 68, 210, 158, and 78; 26 and 27 Vict., caps. 227, 192, 137, 142, and 218, relating to the London, Brighton and South Coast Railway Company; 4 and 5 Wm. IV., cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III., cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., caps. 99 and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 177 and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 27, 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, 158, and 185; 24 and 25 Vict., cap. 111; 25 and 26

Vict., caps. 42 and 152; and 26 and 27 Vict., caps. 90, 109, and 118, relating to the London and South Western Railway Company.

And notice is hereby given, that on or before the 30th day of November instant, maps, plans, and sections showing the directions, lines and levels of the said intended railway, dock pier, and other works, and the lands which may be taken for the purposes of the same, together with a book of reference to such plans, showing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, together with a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the said county; and that on or before the 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, in or through which the said railways and other works are intended to be made, together with a copy of this notice published as aforesaid, will be deposited for public inspection as follows (that is to say), in the case of parishes, with the parish clerk of 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 printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons, or on or before the 23rd day of December in the present year.

Dated this 14th day of November, 1863.

Geo. T. Porter, 4, Victoria-street, Westminster, Solicitor for the said Bill.

Beeston (Nottinghamshire) Gas.

(Incorporation of Company; Existing Works vested in them; Further Works and Powers; Supply of Gas, and Breaking up of Streets, &c., in Beeston.)

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 supplying the parish of Beeston, in the county of Nottingham, with gas and inflammable air, for public and private purposes, and to incorporate into a Company the owners of the existing gas works in Beeston, and such other persons and Corporations as may become shareholders in the undertaking, and to vest in the intended Company the existing gas manufactory, gas works, buildings, pipes, and plant of the said owners, and to subject the intended Company to the debts and liabilities, or some of the debts and liabilities, of the said owners, and to enable the intended Company to effect the following objects (that is to say):—

To manufacture and produce gas and inflammable air, and to sell and dispose of gas, coke, and other residuum and products arising from such manufacture.

To maintain, alter, and improve, the said existing gas manufactory and works situate in a close of land adjoining the silk mill and premises of Messrs. F. B. Gill and Co., silk throwsters, in the said parish of Beeston.

To extend and enlarge the said existing manufactory and works, and construct and maintain other works for the manufacture and storage of gas in and upon the piece of land on part of which the said existing manufactory and works are situate, and which piece of land is bounded on the north-west by the silk mill yard and premises of Francis Butcher Gill and John Watson, on the south-east by land, cooling pond, and

other premises of the said Francis Butcher Gill and John Watson, and on the north-east by cottages, gardens, and premises of Samuel Grace, and on the south-west in part by cottages, factory, and premises of the said John Watson, and in the remaining part by buildings, yard, garden, and premises of the representatives of the late Richard Barrowcliffe Wilkinson; and to purchase by agreement the said piece of land, or any estate or interest therein.

—To purchase by agreement, for the purpose of erecting works for the manufacture and storage of gas, and for approaches to such works, and to their existing works, and for other the purposes of their undertaking; and to erect and maintain works for the manufacture and storage of gas in and upon the several dwelling-houses, cottages, factory and buildings, and the sites thereof, and the several pieces or closes of land following, all in the parish of Beeston, in the county of Nottingham, or some of them, or some part or parts thereof, that is to say:—

First. The land, cooling pond, and premises of the said Francis Butcher Gill and John Watson, bounded on the north-west in part by the said piece of land, on part of which the said existing works and manufactory are situate, and in other part by the said cottages, factory, and premises of the said John Watson, on the south-east in part by a close or piece of land of the representatives of the late Rev. Samuel Charlton, clerk, and in other part by cottages, gardens, and premises of the Rev. William C. Kendall, clerk; on the north-east in part by cottages, gardens, and premises of Samuel Grace, and in other part by the said cottages, gardens, and premises of the said William C. Kendall; and on the south-west in part by Brown-lane, and in other part by the said cottages, factory, and premises of the said John Watson.

Secondly. The cottages, factory, and premises of the said John Watson, bounded on the north-west by the said buildings, yard, garden, and premises of the representatives of the said Richard Barrowcliffe Wilkinson; on the south-east by the said land, cooling pond, and other premises of the said Francis Butcher Gill and John Watson; on the north-east in part by the said piece of land on part of which the said existing manufactory and works are situate, and in other part by the said land, cooling pond; and other premises of the said Francis Butcher Gill and John Watson; and on the south-west by Brown-lane aforesaid.

Thirdly. The close or piece of land of the said representatives of the late Rev. Samuel Charlton, clerk, bounded on the north-west in part by the said land, cooling pond, and other premises of the said Francis Butcher Gill and John Watson, and in other part by the said cottages, gardens, and premises of the said William C. Kendall; on the south-east by dwelling-houses, garden, close or piece of land and premises of Fanny Barker; on the north-east by the said cottages, gardens, and premises of the said William C. Kendall; and on the south-west in part by the said dwelling-houses, garden, close, or piece of land and premises of the said Fanny Barker, and in other part by Brown-lane aforesaid.

Fourthly. The cottages, gardens, and premises of the said Rev. William C. Kendall, clerk, bounded on the north-west in part by the said land, cooling pond, and other premises of the said Francis Butcher Gill and John Watson, and in other part by the said cottages, gardens, and premises of the said Samuel Grace; on the south-east in part by Middle-street; and in other part by the said close or piece of land and premises of the said representatives of the late Rev. Samuel

Charlton, clerk; on the north-east in part by a close or piece of land and premises of Shelton, and in other part by the said cottages, gardens, and premises of the said Samuel Grace; and on the south-west in part by the said land, cooling pond, and other premises of the said Francis Butcher Gill and John Watson; in other part by the said close or piece of land and premises of the said representatives of the late Rev. Samuel Charlton, clerk, and in the remaining part by the said dwelling-houses, garden, close or piece of land and premises of the said Fanny Barker.

Fifthly. The close or piece of land of the said Shelton, bounded on the north-west by dwelling-houses, gardens, and premises of William Wadsworth; on the south-east by Middle-street aforesaid; on the north-east by a public footway extending from Middle-street aforesaid to the public highway from Nottingham to Sawley; and on the south-west in part by the said cottages, gardens, and premises of the said William C. Kendall, and in other part by the said cottages, gardens, and premises of the said Samuel Grace.

Sixthly. The piece of land, being the site of the said public footway, extending from Middle-street aforesaid to the public highway from Nottingham to Sawley, bounded on the north-west by the said public highway from Nottingham to Sawley; on the south-east by Middle-street aforesaid; on the north-east in part by a house, garden, land, and premises of the said Shelton, and in other part by land and premises of the said John Watson; on the south-west in part by the close or piece of land of the said Shelton, and in other part by the said dwelling-houses, gardens, and premises of the said William Wadsworth.

Seventhly. The cottages, gardens, and premises of the said Samuel Grace, bounded on the north-west in part by the said public highway from Nottingham to Sawley, and in other part by a cottage and premises of Sarah Thornley; on the south-east by the said cottages, gardens, and premises of the said William C. Kendall; on the north-east in part by the said close or piece of land of the said Shelton, in other part by the said dwelling-houses, gardens, and premises of the said William Wadsworth, and in the remaining part by the said cottage and premises of the said Sarah Thornley; and on the south-west in part by the said cottages, gardens, and premises of the said William C. Kendall, in other part by the said land, cooling pond, and other premises of the said Francis Butcher Gill and John Watson, in other part by the said piece of land on part of which the said existing manufactory and works are situate, and in the remaining part by the said silk mill, yard and premises of the said Francis Butcher Gill and John Watson.

Eighthly. The cottage and premises of the said Sarah Thornley, bounded on the north-west in part by the said dwelling-houses, gardens, and premises of the said William Wadsworth, and in other part by the said public highway from Nottingham to Sawley; on the south-east in part by the said cottages, gardens, and premises of the said Samuel Grace, and in other part on the north-east by the said dwelling-houses, gardens, and premises of the said William Wadsworth; and on the south-west by the said cottages, gardens, and premises of the said Samuel Grace.

Ninthly. The dwelling-houses, gardens, and premises of the said William Wadsworth, bounded on the north-west in part by the said public highway from Nottingham to Sawley, and in

other part by the said cottage and premises of the said Sarah Thornley; on the south-east in part by the said close or parcel of land of the said Shelton, and in other part by the cottage and premises of the said Sarah Thornley; on the north-east by the said public footway extending from Middle-street aforesaid to the said public highway from Nottingham to Sawley; and on the south-west in part by the said cottages, gardens, and premises of the said Samuel Grace, and in other part by the said cottage and premises of the said Sarah Thornley.

To supply gas and inflammable air for public and private use within the said parish, to lay down mains, pipes, and other works and apparatus, and to cross, divert, alter, break up, or stop up, so far as may be requisite for the purposes of the intended Bill, any streets, roads, highways, bridges, railways, tramways, sewers, drains, watercourses, paths, passages, and places within the said parish.

To levy rates, rents, and charges for such supply, and for the hire of meters and fittings, and to confer exemptions from the payment thereof, and to sell or lease the undertaking and works.

And it is also intended to incorporate wholly or partially with the intended Bill "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" and "The Gas Works Clauses Act, 1847;" or some or one of those Acts, and to confer upon the intended Company all other usual powers.

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

Dated this 14th day of November, 1863.

Watson and Wadsworth, Solicitors for the Bill.

East and West Junction Railway.

(Incorporation of Company; Construction of Railways from the Northampton and Banbury Junction Railway to the Evesham and Redditch Railway.)

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

Railway No. 1.—A railway commencing by a junction or junctions with the authorised line of the Northampton and Banbury Junction Railway, in the parish of Towcester, in the county of Northampton, in a field, No. 46, in the said parish; on the deposited plans of that railway, and terminating by a junction with the Great Western Railway (Stratford and Honeybourne branch), in the parish of Old Stratford, in the county of Warwick, at a point about 35 chains south of the Stratford-on-Avon passenger station of that railway, and which said intended railway No. 1 will be made and maintained from, in, through, and into the several townships, parishes, extra-parochial and other places following, or some of them (that is to say): Towcester, Wood Burcote, Green's Norton, Bradden, Woodend, Blakesley, Plumpton, Adston; Moreton Pinckney, Canon's Ashby, Eydon, Woodford-

cum-Membris, Hinton, West Farndon, Byfield, Aston-le-Walls, Appletree, Boddington, Upper Boddington, and Lower Boddington, in the county of Northampton, Claydon, and Cropredy, in the county of Oxford, Wormleighton, Farnborough, Penny Compton, Burton Dassett, North End, Gaydon, Chadshunt, Kineton or Kington, Little Kineton, Butlers Marston, Combroom, Wellesbourne Hastings, Walton, Pillerton-Hercy, Upper Eatington, Atherstone-on-Stour, Loxley, Lower Eatington, and Old Stratford, in the county of Warwick, Alderminster, in the county of Worcester, and Preston-on-Stour and Clifford Chambers, in the county of Gloucester.

Railway No. 2.—A railway commencing by a junction with the before-mentioned intended railway No. 1, in the said parish of Old Stratford, in the county of Warwick, in a field belonging to Charles Lucy, in the occupation of Joseph Southam, and about six chains eastward of Church Farm House, and terminating by a junction with the authorised line of the Evesham and Redditch Railway, in the parish of Salford Priors, in the said county of Warwick, in a field, No. 170, in the said parish, on the deposited plans of that railway, and which said intended railway No. 2 will be made and maintained from, in, through, and into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say): Old Stratford, Luddington, Binton, Temple Grafton, Bidford, and Salford Priors, in the said county of Warwick.

The Bill will also contain powers for the following purposes, or some of them:

To empower the said intended Company to purchase lands, houses, and other property, by compulsion or agreement, either for a sum or sums in gross, or in consideration of annual or other payments, 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 way impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer, vary, or extinguish 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, as may be necessary, in consequence of the construction and for the purposes of the said intended railways and works.

To empower the Company to be incorporated to levy tolls, rates, and charges, for the use of the said intended railways and works, and to confer exemptions from the payment of such tolls, rates, and charges, to confer other rights and privileges, and to exercise all other usual and necessary powers.

To empower the Company, their officers, and servants, and also all corporations and persons lawfully using the said intended railways, to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or as shall be settled by arbitration, all or any part of the respective lines of railway after-mentioned, together with the stations, watering-places, works, and conveniences connected therewith respectively, that is to say:

So much of the authorised line of the Northampton and Banbury Junction Railway as is situate between the before-described junction of railway No. 1 therewith, and the London and North-Western Railway at Blisworth.

The authorised line of the Evesham and Redditch Railway.

To require the said Northampton and Banbury Junction Railway, and the said Evesham and Redditch Railway Companies, or either of them, and their respective lessees and assigns, to afford on their respective lines of railway, and at their stations, such facilities as may be described in the Act, and upon such terms and conditions, and on payment of such tolls and charges as shall be mentioned in the said Act, for the reception, accommodation, and forwarding of the passenger and other traffic, and of the carriages of all descriptions conveying the traffic, passing to, from, or over, or destined for the said intended railways or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic. And the said intended Act will, with respect to the before-mentioned matters, alter and regulate the tolls, rates, and charges authorised to be taken by the before-mentioned Companies upon their respective railways.

To amend the 26th and 27th Vic., cap. 220, relating to the Northampton and Banbury Junction Railway, and the 26th and 27th Vic., cap. 114, relating to the Evesham and Redditch Railway.

To incorporate with the said Act, "The Lands' Clauses Consolidation Act, 1845," "The Lands' Clauses Consolidation Act Amendment Act, 1860," "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clauses Act, 1863," "The Railways' Clauses Consolidation Act, 1845," and "The Railways' Clauses Act, 1863," or some part or parts of such Acts respectively. And notice is hereby further given, that on or before the 30th day of November, 1863, plans and sections of the proposed railways and works, with a book of reference to such plans and a published map, with the line of the proposed railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Northampton, at his office, at Northampton, in such county; with the Clerk of the Peace for the county of Oxford, at his office, at Oxford, in such county; with the Clerk of the Peace for the county of Warwick, at his office, at Stratford-on-Avon, in such county; with the Clerk of the Peace for the county of Worcester, at his office, at Worcester, in such county; and with the Clerk of the Peace for the county of Gloucester, at his office, at Gloucester, in such county; 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 railways and works are intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each parish, with the parish clerk thereof, at his residence, and in the case of such 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 2nd day of November, 1863.

Geo. Pell, Northampton, Solicitor for the Bill.

Poole and Johnson, Southam.

Jones and Son, Alcester,

Local Solicitors.

Manning and Walker, 20, Great George-street, Westminster, Parliamentary Agents.

Kingsbridge Railway.

(Incorporation of Company; Construction of Railway from South Brent to Kingsbridge; Working and other Arrangements with the South Devon 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 for an Act to incorporate a Company (hereinafter called "the Company,") and to enable the Company to make and maintain the railway hereinafter mentioned, together with all necessary and convenient stations, approaches, roads, bridges, communications, and other works, and to confer upon the Company all necessary powers for effecting the objects hereinafter mentioned, that is to say:—A railway commencing by a junction with the South Devon Railway, in the parish of South Brent, at or near a point four furlongs, or thereabouts, measured along the said railway in a westerly direction from the platform on the south side of the South Brent Station of that railway, and terminating in the parish of West Alvington, in or near to a field called the Linhay Field, the property of William Roope Ilbert, Esq., and in the occupation of Mr. John Tucker, opposite or near to the West Alvington Turnpike Gate, which said intended railway and works will pass from, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say:—South Brent, Rattery, Dean Prior, Ugborough, North Huish, Diptford, Modbury, Halwell, Morley, otherwise Morleigh, East Allington, Woodleigh, Loddiswell, Aveton Gifford, Charleton, Dodbrooke, Kingsbridge, Churchstow, and West Alvington, all in the county of Devon.

To stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, footways, streets, railways, tramways, aqueducts, canals, streams, rivers, navigations, mill leats, and weirs within the aforesaid parishes, townships, extra-parochial and other places, or any of them, which 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 levy tolls, rates, and duties, upon and in respect of the intended railway and works, and to grant exemption from the payment of tolls, rates, and duties.

To purchase and take lands and houses by compulsion or agreement for the purposes of the railway 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 any wise 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 enable the Company and the South Devon Railway Company to enter into agreements and arrangements with respect to the working, use, management and maintenance of the intended railway and works, or any part or parts thereof, and the management, interchange, regulation, working, and direction of the traffic upon or over the intended railway and works, or some part or parts thereof, and the collection, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the intended railway and works, or any part or parts thereof; and to vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts or arrangements, and to confer other rights and privileges.

To alter, amend, enlarge, or repeal so far as may be needful the powers and provisions of the Acts

(local and personal) 7 and 8 Vic., cap. 68; 9 and 10 Vic., caps. 335 and 402; 10 and 11 Vic., cap. 242; 14 and 15 Vic., cap. 53; 20 and 21 Vic., cap. 8; 23 and 24 Vic., cap. 10, and the other Acts relating to the South Devon Railway Company.

Duplicate plans and sections of the proposed railway and of the lands proposed to be taken, with a book of reference to such plans, and a published map, with a line of the proposed railway delineated thereon, and a copy of this notice, as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, and on or before the said 30th day of November, a copy of so much of the plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the proposed railway, or any part thereof, 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.

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 12th day of November, 1863.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster,
G. B. Lidstone, Kingsbridge,
Solicitors for for the Bill.

In Parliament.—Session 1864.

Victoria Station and Thames Embankment Railway.

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 underground railways hereinafter mentioned, or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:—

1. A railway commencing at a point in the Wilton-road, adjoining the yard in front of the Victoria Station, Pimlico, in the parish of St. George, Hanover-square, passing through and under Victoria-street, the Broad Sanctuary, the enclosure adjoining St. Margaret's Church, St. Margaret-street, New Palace-yard, and Bridge-street, all in Westminster, and terminating on the foreshore of the River Thames, at or near the northern side of the west end of Westminster Bridge, in the parish of St. Margaret's, Westminster; such termination being at or near the point of commencement of the intended Thames Embankment (north side).

The said railway will be entirely in Middlesex, and will be in the parishes of St. George, Hanover-square, St. John the Evangelist, and St. Margaret, Westminster.

2. A railway, commencing at Westminster Bridge, at the point where the said other intended railway will terminate, passing along the northern and western shore of the River Thames, and under and along the said Embankment, and terminating at or near Blackfriars Bridge, on the western side of the northern end of the said bridge. The said railway will be made in the following parishes and places, or some of them,

viz., St. Margaret's Westminster, St. Martin-in-the-Fields, St. John the Baptist Savoy, St. Mary-le-Strand, St. Clement Danes, in the county of Middlesex; Middle Temple, extra-parochial, Inner Temple, extra-parochial, Precinct of Whitefriars, St. Bridget, otherwise St. Bride, Precinct of Bridewell, and St. Ann, Blackfriars, parish and precinct in the city of London.

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, drains, sewers, 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 enable the Company, on the one hand, and the Metropolitan Board of Works on the other hand, to enter into and fulfil agreements as to the laying down of the railway secondly hereinbefore described under and along the said Thames Embankment, or any of the works connected therewith.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railway Clauses Consolidation Act, 1845;" and "The Railways Clauses 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 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 city and liberty of Westminster, at his office in the Sessions House, Westminster; with the Clerk of the Peace for the county of Middlesex, at his office at the Clerkenwell Sessions House; 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 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 as follows:—in the case of such of the parishes as are included in Schedule (A) to "The Metropolis Local Management Act, 1855," with the clerk of the vestry of each such parish, at his office; in the case of such of the parishes as are included in Schedule (B) to the said Act, with the clerk of the District Board in which each such parish is situate; in the case of such of the parishes as are in the city of London, or are not included in the before-mentioned Schedules (A) and (B), 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.

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

Cowes and Newport Railway.

(Extension and Branch Railways; Traffic Arrangements; Increase of Capital; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Cowes and Newport Railway Company (hereinafter called the Company), for an Act to authorise them to make and maintain the several works hereinafter particularly described, with all proper stations, approaches, sidings, warehouses, works, and conveniences connected therewith, that is to say:—

1. An extension railway commencing from and out of their existing railway, at a point about 178 yards from the door leading from the platform of the Newport station of the said railway into the booking-office of the said station, measured along the said existing railway in a northerly direction, and terminating by a junction with the authorised railway of the Isle of Wight Eastern Section Railway Company in a field numbered, on the plans deposited with the Clerk of the Peace for the county of Southampton in respect of the "Isle of Wight Railways Extension Act, 1863," 65, in the parish of Whippingham.

2. A branch railway, to be wholly situate in the parish of Northwood, commencing from and out of the existing Cowes and Newport railway, 97 yards, or thereabouts, measured along the said existing railway in a southerly direction, from the bridge which carries the said existing railway over the accommodation road in the brickfield in the occupation of Thomas Wheeler, and known as Wheeler's Brick-field, and terminating on the western bank of the river Medina, in front of and immediately adjoining to a wood belonging to William George Ward, Esquire, known as Chamblor's Coppice, otherwise Shambler's Coppice, together with a landing-place or jetty, with tramways thereon in connection with such intended branch Railway, commencing at the hereinbefore-described intended termination thereof, and terminating in the river Medina, 80 yards, or thereabouts, from such termination of the said branch railway, measured in an easterly direction.

The said several hereinbefore-described intended works will be situate in the parishes of Northwood, Carisbrook, Newport, and Whippingham, all in the Isle of Wight, and county of Southampton.

And it is proposed by the said intended Act to confer on the Company, power to purchase lands and houses compulsorily, to deviate from the line and levels of the proposed extension railway and branch railway to the extent shown on the plans and sections hereinafter referred to, to stop up, remove, alter, or divert, temporarily or permanently, turnpike and other roads, and highways, railways, tramways, bridges, rivers, waters, watercourses, sewers, pipes, buildings, and works; to vary or extinguish all rights and privileges connected with any such lands and houses to be taken as aforesaid, or with any roads, highways, railways, tramways, bridges, rivers, waters, watercourses, sewers, pipes, or other works to be stopped up, removed, altered or diverted as aforesaid, or which could or might

otherwise prevent or obstruct any object or purpose of the said intended Act; to levy tolls, rates, and duties; to alter existing tolls, rates, and duties; to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

And it is proposed by the said intended Act to authorise the Company to raise money for the purposes of the said Act, by the creation of shares or stock in their undertaking, with or without guarantee preference, or priority in the payment of interest or dividends, or other special advantages; and by borrowing on mortgage, or debenture, or shares, or stock, and to guarantee interest or dividends upon the shares or stock, or upon the money to be expended upon the said hereinbefore-described intended works respectively, or other, the Company's undertaking.

And it is also proposed by the said Bill to authorise arrangements with the Isle of Wight Eastern Section Railway Company, for the regulation, interchange, and transmission of traffic upon and over the existing railway, and intended extension and branch railways of the Company, and the railways of the Isle of Wight Eastern Section Railway Company, the apportionment of tolls, rates, and duties of and incident to such traffic, the joint use of any station, works, and conveniences of, and over any of the works, stations, or conveniences of either of the said Companies, and such other powers as Parliament may approve.

And it is proposed to incorporate in the said Act, all or some of the provisions of "The Companies' Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The Harbours, Docks, and Piers Clauses Act, 1847," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Companies' Clauses Act, 1863," and "The Railways Clauses Act, 1863," and to alter, amend, extend, enlarge, or repeal all or some of the provisions of an Act for amending roads and highways in the Isle of Wight 53 Geo. 3rd, cap. 92, "The Cowes and Newport Railway Act, 1859," "The Cowes and Newport Railway Act, 1863," "The Isle of Wight Railway Extension Act, 1863," "The River Medina Navigation Act, 1852," and of any other Act or Acts relating to the river Medina.

And notice is hereby further given, that on or before the 30th day of November, 1863, duplicate plans and sections, describing the lines, situation, and levels of the said extension and branch railways and works, and the lands in or through which the same will respectively be made, or which may be taken under the powers of the Bill, together 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 Southampton, at his office at Winchester, in the said county; and that on or before the said 30th day of November, 1863, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended works are proposed to be made, and also a copy of this notice, published as aforesaid, 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 thereto; at his place of abode.

And notice is hereby also given, that printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Com-

mons, on or before the 23rd day of December next.

Dated this 9th day of November, 1863.

C. W. Estcourt, Newport, Isle of Wight.
Marchant and Pead, 30, Great George-street, Westminster.

Oswestry and Newtown, London and North-Western, and other Railway Companies.
(Working, Traffic, and other Arrangements between the London and North-Western, Great Western, Oswestry and Newtown, and other Railway and Canal Companies—Amendment of Acts.)

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

To authorise the London and North-Western Railway Company, the Great Western Railway Company, the Oswestry and Newtown Railway Company, the Shrewsbury and Welchpool Railway Company, the Llanidloes and Newtown Railway Company, the Newtown and Machynlleth Railway Company, the Oswestry, Ellesmere, and Whitchurch Railway Company, the Aberystwith and Welsh Coast Railway Company, the Shropshire Union Railways and Canal Company, the Hereford, Hay, and Brecon Railway Company, and the Brecon and Merthyr Tydfil Junction Railway Company, or any of them (the London and North-Western and Oswestry and Newtown Railway Companies being parties to the agreement), to enter into and carry into effect arrangements and agreements with respect to the following matters, or any of them, namely:—

With respect to the division and apportionment between the parties to any such arrangement of tolls and charges arising from traffic upon the railways of them or any of them:

With respect to the supply and cost of rolling stock and locomotive power:

With respect to the use, working, maintenance, management, and regulation of the railways, stations, works, and conveniences of the parties to any such arrangement, or any of them, and the fixing of the rates and other remuneration in respect thereof:

With respect to the booking and forwarding of traffic upon the railways of the Companies parties to any such arrangement, or any of them:

With respect to joint committees and joint accounts:

With respect to the guarantee or payment by one or more of the said Companies of dividends and interest upon any stock, shares, or mortgages of the others or other of them, or of rents, rent-charges, or other fixed periodical or other sums to the others or other of them:

With respect to all or any other matters incidental to the premises, or requisite or convenient for carrying any such arrangement into effect:

And generally to confirm all agreements or arrangements which may before the passing of the intended Act have been entered into between the said Companies as aforesaid, with reference to the matters aforesaid, or any of them, or in any manner directly or indirectly relating thereto; and to enable the said Companies, or any of them, to apply their capital or revenue to the purposes of such agreements or arrangements, and to confer all necessary powers for carrying out such arrangements, and also to make all necessary provisions for carrying out such arrangements, in the event of the undertakings of any of the Companies being amalgamated:

To repeal, alter, or amend some or any of the

provisions of the local and personal Acts following, or some of them, that is to say:—Acts relating to the Oswestry and Newtown Railway Company, 18 and 19 Vic., cap. 86; 22 and 23 Vic., cap. 63; 23 and 24 Vic., caps. 101 and 139; 24 and 25 Vic., caps. 17, 181, and 223; and 26 and 27 Vic., cap. 96. Acts relating to the Shrewsbury and Welchpool Railway Company, namely, 19 and 20 Vic., cap. 133; 21 and 22 Vic., cap. 110; 23 and 24 Vic., cap. 25; 24 and 25 Vic., cap. 13; and 26 and 27 Vic., cap. 97. Acts relating to the Llanidloes and Newtown Railway Company, namely, 16 and 17 Vic. cap. 143; 19 and 20 Vic., cap. 22; 22 and 23 Vic., caps. 30 and 63; 23 and 24 Vic., cap. 133; 24 and 25 Vic., cap. 90; and 25 and 26 Vic., cap. 162. Acts relating to the Oswestry, Ellesmere, and Whitchurch Railway Company, namely, 24 and 25 Vic., cap. 223; and 25 and 26 Vic., cap. 218. Acts relating to the Newtown and Machynlleth Railway Company, namely, 20 and 21 Vic., cap. 106; 26 and 27 Vic., cap. 40; and of the Act passed in the 9th and 10th years of the reign of Her present Majesty, intituled “An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies, and the several other Acts relating to or affecting the London and North-Western Company; the Act passed in the 5th and 6th years of the reign of King William IV., intituled “An Act for making a Railway from Bristol to join the London and Birmingham Railway near London, to be called ‘the Great Western Railway,’ with branches therefrom to the towns of Bradford and Trowbridge, in the county of Wilts;” “the Great Western Railway (West Midland Amalgamation) Act, 1863;” and the several Acts relating to or affecting the Great Western Railway Company. Acts relating to the Aberystwith and Welsh Coast Railway Company, 24 and 25 Vic., cap. 181; 25 and 26 Vic., caps. 176 and 212; 26 and 27 Vic., caps. 141 and 179; also 9 and 10 Vic., cap. 322, relating to the Shropshire Union Railways and Canal Company, and all other Acts relating to that Company; 22 and 23 Vic., cap. 68; 23 and 24 Vic., cap. 17; 24 and 25 Vic., caps. 10 and 235; 25 and 26 Vic., cap. 184; 26 and 27 Vic., cap. 196, relating to the Brecon and Merthyr Tydfil Junction Railway Company; 22 and 23 Vic., cap. 84; 23 and 24 Vic., cap. 127; 25 and 26 Vic., cap. 95; 26 and 27 Vic., cap. 9, relating to the Hereford, Hay, and Brecon Railway Company.

On or before the twenty-third day of December, 1863, 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 the 11th day of November, 1863.

Howell and Jones, Welchpool;

James Blenkinsop, London;

Solicitors for the Bill.

Portmadoc and Beaver Pool Bridge Turnpike Road.

(Construction of Roads from Boston Lodge near to the Town of Portmadoc to the Oakley Arms Hotel—from the Bark House to Garreg pen yr Gyffin—from Festiniog to Beaver Pool Bridge, and from Tal-y-Bont new Bridge to Tyddyn Gwyn—Constitution of Trust—Power to Levy Tolls—Arrangement with Trustees of Harlech Maentwrog and Festiniog Turnpike Roads.)

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

the following purposes, or some of them, that is to say:—

To make and maintain,

Firstly—A turnpike-road commencing at Boston Lodge, near to the town of Portmadoc, in the parish of Llanfihangel y Traethan, in the county of Merioneth, at or near to a certain turnpike-gate called the Embankment Gate, situate in the said parish of Llanfihangel y Traethan, in the occupation of one Rowland Evans, and terminating by a junction with a certain turnpike-road called the Harlech Maentwrog and Festiniog Turnpike Road, at a point in the parish of Festiniog, in the county of Merioneth, called the Oakley Arms Hotel, in the occupation of John Rae.

Secondly—A branch turnpike-road commencing by a junction with the said proposed road from Boston Lodge to the Oakley Arms Hotel, at a certain building called the Bark House, in the occupation of Ellen Jones and William Roberts, or their undertenants, in the parish of Llandecwyn, in the county of Merioneth, and terminating by a junction with the said turnpike road, called the Harlech Maentwrog and Festiniog Turnpike Road, in or near a village called Garreg pen yr Gyffin, in the parish of Llanfrothen, in the county of Merioneth.

Thirdly—A turnpike-road commencing at the Market Hall, in the town and parish of Festiniog, in the county of Merioneth, and terminating on the south-western side of a certain bridge called Beaver Pool Bridge, in the parish of Bettwys y Coed, in the county of Carnarvon.

Fourthly—A branch turnpike-road commencing by a junction with the said Harlech, Maentwrog, and Festiniog turnpike-road, at or near to a certain bridge called the Tal-y-Bont New Bridge, in the said parish of Festiniog, and terminating by a junction with the said proposed road from Festiniog to Beaver Pool Bridge, in or near to a certain farm-house and lands, called Tyddyn Gwyn, in the parish of Festiniog, in the county of Merioneth, in the occupation of William Williams, and which several roads will pass in, through, or into the several parishes, townships, and extra-parochial places following, that is to say: the parishes of Llanfihangel y Traethan, Llandecwyn, Llanfrothen, and Festiniog, in the county of Merioneth; and the parishes of Dolwyddelan and Bettwys y Coed, in the county of Carnarvon. And it is proposed for the purposes of such roads respectively to take, use, and adapt all parochial private roads, or highways in or upon the lines of the said intended roads respectively.

The Bill will contain the following amongst other powers, or some of them, that it is to say: to constitute and appoint trustees to carry into effect the objects of the Bill; to purchase lands, houses, and other buildings compulsorily for the purpose of forming the intended new roads and other works; to levy tolls, rates, and duties, for the use of the intended roads; to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties; to regulate the application of such tolls, rates, and duties, and to make applicable to the objects of the Bill the General Statutes relating to turnpike roads in England and Wales.

To authorise and regulate the raising of money on mortgage of the tolls, and the construction of such bridges, arches, embankments, cuttings, approaches, communications with other roads, and the stopping up, diversion, or appropriation of any existing roads, whether public highways or otherwise, and the execution of all such other works as may be necessary or convenient within the townships and parishes aforesaid, or within

the limits of lateral deviation to be defined on the plans hereinafter mentioned; and to vary or extinguish all rights or privileges which would interfere with any of the objects of the intended Bill.

To authorise the trustees to be appointed under the said Bill to enter into arrangements with the trustees of the said Harlech, Maentwrog, and Festiniog Turnpike Road for the use, maintenance, and repair of so much of such road as lies between the junction of the road first hereinbefore described and the town of Festiniog, and in the parish of Festiniog, in the county of Merioneth; or to enable the trustees to be appointed under the said Bill to take and acquire as part of their trust and line of road the portion of the said Harlech Maentwrog and Festiniog Turnpike Road lying between the points aforesaid; and to enable the trustees of the said Harlech and Festiniog Turnpike Road to give up and surrender such portion of their said road to the trustees to be appointed under the said Bill; and for such purposes to repeal, alter, or vary the Harlech, Maentwrog, and Festiniog Turnpike Act.

On or before the 30th day of November inst., plans and sections describing the line and levels of the intended new road and works and the lands which will or may be taken or the purposes thereof, with a book of reference to those plans containing the names of the actual or reputed owners, lessees, or reputed lessees and occupiers of those lands, 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 Carnarvon, at his office at Carnarvon; and with the Clerk of the Peace for the county of Merioneth, at his office at Dolgelley; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes aforesaid in or through which the new roads and works are intended to be made and maintained, with a copy of this notice, will be deposited with the parish clerk of each parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, 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 4th day of November, 1863.

John R. Griffith, Solicitor, Llanrwst;
Gregory, Rowcliffe, and Rowcliffe, Parliamentary Agents, 1, Bedford-row, London.

Great Eastern and Metropolitan Railway and Station.

(Construction of Railways from the Great Eastern Railway to Liverpool-street; Station at Liverpool-street; Communications with the intended Extension of the Metropolitan Railway; Incorporation of Company; Powers to and Arrangements with the Great Eastern Railway Company and Metropolitan Railway Company; Amendment of Acts.)

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

To make and maintain the railways, station, and works hereinafter-mentioned, or some or one of them, with all needful junctions, approaches, sidings, stations, communications, works, and conveniences connected therewith respectively, that is to say:

No. 1. A railway commencing on the north side of Liverpool-street in the parish of St. Botolph Without Bishopsgate, in the city of London and county of Middlesex, at or near a point where Baker's-buildings and Liverpool-street unite, passing from, in, through, or into the several parishes, townships, and extra-parochial places of St. Botolph Without Bishopsgate aforesaid, and the liberty of Norton Folgate, St. Leonard Shoreditch, Christ Church, Spitalfields, St. Matthew Bethnal-green, the hamlet of Mile-end, New Town, or some or one of them, in the said county of Middlesex, and terminating by a junction with the great Eastern Railway at a point about forty yards to the eastward of the bridge which carries that railway over Arundel-street, in the said parish of St. Matthew Bethnal-green.

No. 2. A railway commencing by a junction with railway No. 1, on the west side of New Church-street, about twelve yards to the southward of a point where New Church-street and Fleet-street unite, in the parish of St. Matthew Bethnal-green, aforesaid, and terminating at the east end of Pedley-street, at a point adjoining the entrance gate of the Great Eastern Railway Company's corn and flour warehouse in the said parish of St. Matthew Bethnal-green, and which said Railway is wholly situate within the said parish.

No. 3. A railway commencing by a junction with the proposed railway No. 1 on the south side of Half-Moon-street, at or near a point about 40 yards to the eastward of the entrance to Green Dragon-pard, in the said parish of St. Botolph Without Bishopsgate, and terminating in the said parish at or near a point about 20 yards southward of Liverpool-street aforesaid, and about 30 yards eastward of Bloomfield-street, and there to form a junction or communication with a proposed extension of the Metropolitan Railway, which said railway will be wholly situate in the said parish of St. Botolph Without Bishopsgate.

A railway station, with all necessary buildings, erections, and works, at or near Liverpool-street, in the said parish of St. Botolph Without Bishopsgate, situate between Liverpool-street, aforesaid, and Norton Folgate.

To incorporate a Company, in this notice referred to as "The Company," and to give to such Company powers of constructing the intended railways, station, and works, and carrying into effect all or any of the powers of the Bill, either alone or in conjunction with the Great Eastern Railway Company and Metropolitan Railway Company, or either of them, or to give to those Companies, or either of them, powers of constructing or joining in the construction of all or any of the railways, stations, and works, to be authorised by the Bill.

In connexion with the intended railways, station, and works, to authorise the stopping up, appropriation, and use of the following streets and thoroughfares (that is to say):—Baker's-buildings, Half Moon-street, Dunning-alley, and Acorn-court, all in the said parish of St. Botolph, Bishopsgate; and Charles-street and New James-street, in the parish of St. Matthew Bethnal-green; and so much of the street called George-street, in the parish of St. Matthew Bethnal-green, as lies within forty yards south of its junction with Little George-street; and so much of the street called New Church-street as lies forty yards to the south of its junction with Fleet-street; and so much of Fleet-street-hill as lies between Weaver-street and Fleet-street; and so much of Clarence-street as lies to the west

of Anglesea-street, all in the said parish of St. Matthew Bethnal-green.

To authorise the stopping up, diversion, or alteration, whether temporarily or permanently, of any other roads, streets, squares, highways, courts, and passages, and the use and appropriation of any road, street, court, square, or passage so stopped up, and the use and appropriation of the under surface of any street, square, road, or lands traversed by or situate on or near the intended railways, station, and works, or within the limits of deviation shown on the plans hereinafter mentioned.

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 the sections beyond the limits prescribed by "The Railway Clauses Consolidation Act, 1845," as may be necessary or expedient in constructing the railways and works where they interfere with or affect sewers, drains, or streets.

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

To authorise the Great Eastern Railway Company and Metropolitan Railway Company respectively to contribute to or towards the cost of constructing the intended railways and works, or any of them out of their respective corporate funds, and if necessary out of capital to be raised by them respectively under the powers of the Bill, by shares or stock, and by loan, and with or without any priority of dividend or interest and other advantages over their respective existing and authorised capital, 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 Great Eastern Railway Company and Metropolitan Railway Company, 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, station, and works, or any part or parts thereof respectively, by the Great Eastern Railway Company and Metropolitan Railway Company, 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 conveyed 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, the payment of a fixed or contingent rent, and to authorise the appointment of a joint committee 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.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself, subject to certain modifications and alterations, 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 of any other Acts relating to the Great Eastern Railway Company; and of "The Metropolitan Railway Act, 1854," and of any other Acts relating to the Metropolitan Railway Company.

Maps, plans, and sections, describing the direction, lines, situation, and levels of the intended railways, station, 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 and places aforesaid in or through which the railways, station, 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; as regards the parish of St. Leonard's, Shoreditch, with the vestry clerk of that parish, at his office in that parish; as regards the parish of St. Matthew Bethnal-green, with the vestry clerk of that parish, at his office in such parish; and as regards the parishes, hamlet, liberty, and places in the Whitechapel district, with the Clerk of the District Board of that district, at his office in such 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 12th day of November, 1863.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster, Solicitors.

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

The Liverpool and London Fire and Life Insurance Company and The Globe Insurance Company.

(Amalgamation of the Two Companies; Confirmation of Agreements between them; Regulation of Capital; Creation of Annuities; Change of Name; Amendment of Acts.)

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

1. To amalgamate and unite the Globe Insurance Company (hereinafter called "the Globe Company"), with the Liverpool and London Fire and Life Insurance Company (hereinafter called "the Liverpool and London Company"), and to

authorise, confirm, and give effect to any agreement or agreements made, or to be made, for that purpose, and to provide for the dissolution of the Globe Company, and for satisfying any claims or demands thereupon, and for applying and disposing of the capital and assets thereof, and for enabling trustees and others, on behalf of incapacitated persons, to accept policies or securities of the United Company, in lieu of policies or securities of the Globe Company.

2. To alter and regulate the existing capital of the Globe Company and of the Liverpool and London Company respectively, and to confirm certain dealings with the capital or shares or Stock of the Liverpool and London Company, and to fix the capital of the united company, and to regulate the distribution and allotment of such capital.

3. To authorise the creation of perpetual annuities in lieu of certain shares or stock in the Globe Company, or in the United Company, and to establish a guarantee fund for such annuities, and to regulate the appointments and powers of the trustees of such fund.

4. To change the name of the Liverpool and London Company.

5. To alter and amend the several deeds of settlement of the Globe Company and of the Liverpool and London Company respectively, and to vary the rights and interests of the proprietors thereunder.

6. To enable the United Company to make by-laws for the regulation of their business and affairs, and to confer upon the Liverpool and London Company and the United Company, all such further powers, rights, and privileges as may be necessary or expedient for carrying into effect the objects of the said intended Act, and of any such agreement, and to confer, vary, or extinguish other rights and privileges.

7. To amend or repeal (so far as may be necessary for the objects of the intended Act), the following (local and personal) Acts of Parliament, or some of them, that is to say,—47 Geo. 3, cap. 30; 47 Geo. 3, cap. 87; 49 Geo. 3, cap. 123; 7 Vic., cap. 39; and 21 and 22 Vic., cap. 60, relating to the Globe Company; and 6 and 7 William 4, cap. 119; and 10 and 11 Vic., cap. 268, relating to the Liverpool and London Company.

Printed copies of a Bill for 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 18th day of November, 1863.

Freshfields and Newman, Solicitors for
Globe Insurance Company.

Palmer, Palmer, and Bull, Solicitors for
Liverpool and London Fire and Life
Insurance Company.

Alton, Alresford, and Winchester Railway.
(Extensions of Railways; Alteration of Road;
Traffic Arrangements with other Companies;
Alteration of Capital; Change of Name;
Powers to Lease; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, enlarge, or repeal all or some of the provisions of "The Alton, Alresford, and Winchester Railway Act, 1861," and to enable the Alton, Alresford, and Winchester Railway Company (hereinafter called "the Company"), to extend their railways, and make and maintain the following railways, or some of them, with all necessary stations, ap-

proaches, conveniences, and works (that is to say):—

1. A railway, commencing by a junction with the first railway authorised by the "Alton, Alresford, and Winchester Railway Act, 1861," in a field now or lately belonging, or reputed to belong to, Jacob Hagan, Esq., in the parish of Ropley, in the county of Southampton, which field is numbered 216 on the plans of the Alton, Alresford, and Winchester Railway deposited with the Clerk of the Peace for the county of Southampton previous to the application for "The Alton, Alresford, and Winchester Railway Act, 1861," and passing through or into the following parishes, townships, extra-parochial, or other places following, or some of them, viz.: Ropley, Bishop's Sutton, Bramdean, West Tisted, Hinton Ampner, West Meon, Warnford, Exton, Corhampton, Meon Stoke, Soberton, Droxford, Wickham, otherwise Wickham-with-Crocker-Hill, and Titchfield, all in the county of Southampton, and terminating in the said parish of Titchfield, by a junction with the London and South Western Railway, Fareham and Gosport Branch, authorised by "The Portsmouth Branch Railway Act, 1839," at or near a point 100 yards, measured along the rails, to the north-westward of the north-west end of the viaduct carrying the London and South Western Railway, Fareham and Gosport Branch before mentioned, over the stream called Titchfield Stream, or river, which flows from the town of Wickham, in the parish of Wickham, in the county of Southampton, to the town of Titchfield, in the parish of Titchfield, in the county of Southampton.

2. A railway, commencing by a junction with the Railway No. 1, in a field in the parish of Meon Stoke, in the county of Southampton, belonging, or reputed to belong to, Francis Bignell, and now or late in the occupation of John Jarman, at a point in that field distant thirty-nine chains or thereabouts, measured in a straight line in a north-easterly direction from the north side of Meon Stoke Parsonage House, in the county of Southampton, the north side of which field abuts on Pound Lane, in the parish of Meon Stoke aforesaid, and the east side of which field abuts on the west side of a public road, in the same parish, running thence in a south-westerly direction past the front of Meon Stoke Parsonage House aforesaid, and passing into or through the following parishes, or some of them, viz.:—Soberton, Meon Stoke, Droxford, Corhampton, and Bishop's Waltham, in the county of Southampton, and terminating in the parish of Bishop's Waltham, in the county of Southampton, by a junction with the railway from Bishop's Waltham to Botley, at or near a point one hundred yards to the east of the point where the said railway from Bishop's Waltham to Botley crosses the Bishop's Waltham and Fisher's Pond turnpike road on the level.

It is intended by the said Act to confer on the Company the following powers, or some of them; namely:—To stop up, alter, divert, cross, raise, lower, or break up, either temporarily or permanently, any turnpike, or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, navigations, sewers, drain-pipes, and watercourses, within or adjoining the before-named parishes, townships, extra-parochial, or other places, or any of them, which it may be necessary to stop up, alter, divert, cross, raise, lower, or break up, for any of the purposes of the intended railways, or any of them, and works.

To make lateral deviations from the lines of the said intended railways, or either of them, and

works, to the extent and within the limits defined upon the plans hereinafter mentioned; to authorise the carrying of the turnpike road from Oxdown Gate, in Popham Lane, to the city of Winchester, over the second railway authorized by "The Alton, Alresford, and Winchester Railway Act, 1861," in the parish of King's Worthy, in the county of Southampton, instead of carrying that railway over that road, as authorized by "The Alton, Alresford, and Winchester Railway Act, 1861," between the fourth and fifth furlongs of the fifth mile of that railway, delineated on the plans of that railway deposited in Parliament, and with the Clerk of the Peace for the county of Southampton, previous to the application for "The Alton, Alresford, and Winchester Railway Act, 1861." The commencement of such substituted work will be ten chains, or thereabouts, in a south-westerly direction, measured along that road from the point where that railway is shown on such deposited plans as crossing that road, and the termination of such substituted work will be ten chains, or thereabouts, in a north-easterly direction from the same point along the same road; and to purchase, by compulsion or otherwise, lands, houses, and hereditaments, for the purposes of the intended railways, or any of them, and works; and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments; and in respect to the intended railways, or either of them, or other the railways of the Company and works, and the railways and works of the London and South Western Railway Company, to levy tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To raise additional capital by the creation of new shares or stock, and by borrowing on mortgage or otherwise, or by preference shares, or by any of those means for all or any of the purposes of the intended railways and works, and also for the purposes of the authorised railways and works of the Company, and other the purposes of this Act; and provision will be made in the said Act for keeping such additional capital, and also all debts, receipts, dividends, expenses, and liabilities of the Company in respect of the railways and works by the said intended Act to be authorized, distinct from the capital and debts, receipts, dividends, expenses, and liabilities of the Company in respect of their present authorized railways and works, and for the receipt and apportionment of the respective tolls, charges, and revenues.

And powers will also be taken to enable the Company and the London and South Western Railway Company to enter into and carry into effect arrangements and agreements for or with respect to the conduct, regulation, management, interchange, accommodation, and conveyance of the traffic of the said intended railways, and of all or any of the railways of the said London and South Western Railway Company, and with respect to the tolls, charges, or other sum or sums of money to be paid for or in respect of the use of such railways, or of the traffic thereon, and with respect to the apportionment between the Company and the said London and South Western Railway Company, of tolls and charges received in respect of traffic passing over the said intended railways or over the railways of the said London and South Western Railway Company.

To empower the Company to increase the number of their directors, and if they think fit to appoint directors for the railways and works proposed to be authorised to act independently

of the directors of the Company, and to change the corporate name of the Company: To incorporate in the said Act all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845 and 1860;" "The Companies Clauses Consolidation Acts, 1845 and 1863;" and "The Railways Clauses Consolidation Acts, 1845 and 1863." To enable the Company to grant and the London and South Western Railway Company to accept, upon such terms as may have been or may be agreed upon, a lease of the authorised line of the Company, together with all rights, powers, privileges, authorities, and liabilities of the Company, in respect to the said authorised portion of railway pending such lease.

To alter, amend, vary, extend, or enlarge, or repeal all or any of the provisions of the several Acts following, namely, 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 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; 24 and 25 Vic., cap. 111; 25 and 26 Vic., caps. 42 and 152; and 26 and 27 Vic., caps. 90, 109, and 118, relating to the London and South Western Railway Company, and "The Alton, Alresford, and Winchester Railway Act, 1861."

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections, showing the direction, line, and levels of the said intended railways and works, together with a book of reference to such plans, and plans and sections of the proposed alteration of the turnpike road from Oxdown Gate in Popham Lane to the city of Winchester, together 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 Southampton, at his office at Winchester, in the said county; and that, on or before the same day, a copy of so much of the said plans, sections, and books of reference as relates to each such parish or extra-parochial place in or through which the said railways, road, and works, or any part thereof, will be made or pass, together with a copy of this notice, published as aforesaid, 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 notice is hereby given, that on or before the 22nd 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 10th day of November, 1863.

George T. Porter, 4, Victoria-street,
London;

W. Rawlins, Winchester,
Solicitors.

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

Blyth and Tyne Railway.

(Additional Powers; Purchase of Way Leaves, and Lands; Additional Share and Loan Capital; Preference Shares; Amendment of Acts, &c.)

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

To authorise the Blyth and Tyne Railway Company (hereinafter called the Company) to purchase compulsorily the following lands, houses, and buildings, including the way leave and other rents, payable by the Company in respect of those lands or some of them (that is to say):

Certain lands, houses, and buildings, of which the Company are in possession, on the main line of the Blyth and Tyne Railway Company, and on which a portion of the Blyth and Tyne Railway and the branch to the Percy Main station, and their shipping places, staiths, junctions, inclines, sidings, and connecting lines of railway leading from the said main line to the staiths or shipping places at the Northumberland Dock, known as Blyth and Tyne Staiths, have been made, commencing at or near a point on the said main line of railway in the township of Cowpen, in the chapelry of Horton, in the parish of Woodhorn, three furlongs or thereabouts distant from the Newsham station, measuring from that station towards Blyth, and terminating at the Northumberland Dock on the River Tyne, in the township of Chirton and parish of Tynemouth, in the county of Northumberland, or in the parish of Saint Nicholas, in the borough and county of Newcastle-upon-Tyne.

Certain lands, houses, and buildings, now in possession of the Company, on the Morpeth branch of the said Blyth and Tyne Railway, and on which such branch has been made, commencing in the township of Cowpen aforesaid, at the south end of the Bedlington viaduct, which carries the said branch over the River Blyth, and situate between such commencement and the junction of the said branch with the main line at or near Newsham station, in the township of Newsham and South Blyth aforesaid, in the parish of Earsdon, in the county of Northumberland.

Certain lands, houses, and buildings, on the Dairy House branch of the said Blyth and Tyne Railway also in possession of the Company, between the commencement thereof at or near to Hartley junction, in the township of Seaton Delaval, in the parish of Earsdon aforesaid, and the termination thereof at or near to the Dairy House in the township of Hartley, in the said parish.

Certain lands, houses, and buildings, on the Tynemouth extension of the said Blyth and Tyne Railway, now in possession of, or agreed to be leased to the Company, between the commencement thereof, at or near the Dairy House aforesaid, in the said township of Hartley, and the terminations thereof at or near to Tynemouth, in the said township and parish of Tynemouth.

Certain lands, houses, and buildings now in possession of the Company, on the branch of the said Blyth and Tyne Railway from Hotspur-place to Monk Seaton, between the commencement thereof in the township of Monk Seaton, in the parish of Tynemouth aforesaid, in the said county of Northumberland, and the termination thereof in the said township of Monk Seaton.

Certain lands, houses, and buildings now in possession of the Company, on the branch of the said Blyth and Tyne Railway from Hotspur-

place to Newcastle-upon-Tyne aforesaid, between the commencement thereof in the township of Backworth, in the parish of Earsdon aforesaid, and a certain point thereon where the said railway crosses the Killingworth waggon way, in the township of Killingworth, in the parish of Long Benton, and county of Northumberland.

The lands, houses, and buildings which, or the way leave rents in respect of which, will be authorised to be purchased or taken, compulsorily, under the powers of the Bill, are situate in the several parishes, townships, and extra-parochial places of Woodhorn, Horton, Cowpen, Bebside, Horton Chapelry, East Hartford, West Hartford, Killingworth, Long Benton, Little Benton, Weetslet, Walker, Earsdon, Backworth, Burradon, Holywell, Hartley, Newsham, and South Blyth, Seaton Delaval, Seghill, Cramlington, Tynemouth, Chirton, Cullercoats, Monk Seaton, Murton, Willington, Wallsend, Howden Pans, North Shields, Preston, Tynemouth, and Whitley, or some of them, all in the county of Northumberland, and the parish of Saint Nicholas in the borough and county of Newcastle-upon-Tyne.

To authorise the Company to purchase compulsorily the way leave rents, and other rights and interests in the several lands on which the Blyth and Tyne Railway and its branches, or the portions thereof more particularly described in this notice, have been constructed.

To authorise the Company to raise additional money, by the creation and issue of new shares or stock in the capital of the Company, and to attach, if they think fit, a preference or priority in payment of dividend over the ordinary capital of the Company, to the new shares or stock so created and issued, or such other privileges or advantages, or subject to such conditions as may be authorised by the Bill, and to authorise the Company to raise further sums of money on mortgage, or by bond or debenture stock, and to make other arrangements with reference to the share and loan capital of the Company, or the augmentation thereof, and to authorise the application of any capital or money which can be raised under the powers of their existing Acts to any of the objects of the Bill.

To alter, amend, enlarge, or repeal some of the powers and provisions of "The Blyth and Tyne Railway (Consolidation and Extensions) Act, 1854;" "The Blyth and Tyne Railway Amendment Acts, 1857 and 1861;" and "The Tyne Improvement Act, 1861;" to alter rates, tolls, and duties authorised to be taken by the said Acts, or any of them; to confer, vary, or extinguish exemptions from such rates, tolls, and duties, to vary and extinguish all rights and privileges which will interfere with the objects of the 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 Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863."

On or before the 30th day of November instant, plans describing the lands and houses which will or may be taken compulsorily under the powers of the Bill, with books 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 buildings, 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 Northumberland, at his office, at Newcastle-

upon-Tyne, and with the Clerk of the Peace for the town and county of the town of Newcastle-upon-Tyne, at his office, at Newcastle-upon-Tyne; and on or before the same day, a copy of so much of the said plans and books of reference as relates to the respective parishes aforesaid, in which the lands and houses which, or the rents or interests in which, will or may be taken compulsorily under the powers of the Bill are situate, with a copy of the said notice, will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

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

Dated this 14th day of November, 1863.

R. P. and H. Philipson, Newcastle-upon-Tyne, Solicitors for the Bill.

Hounslow West Drayton Beaconsfield and High Wycombe Railway.

(Incorporation of Company; Construction of Railway; Arrangements with London and South Western and Great Western Railway Companies; Amendment of Acts; and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company with power to make and maintain the railway following, with all necessary stations, approaches, works, and conveniences connected therewith (that is to say):

A railway commencing in the parish of Isleworth, in the county of Middlesex, by a junction with the London and South-Western Railway, at a point five chains or thereabouts west of the Hounslow station of the said railway, and terminating in the parish of Loudwater, in the county of Buckingham, by a junction with the Wycombe Railway at a point twenty chains or thereabouts south of the Loudwater station of that railway, which said intended railway will pass from, in, through, or into the several parishes and places following, or some of them (that is to say): Isleworth, Heston, East Bedfont, Cranford, Harlington, Harmondsworth, and West Drayton, in the county of Middlesex; and Iver, Fulmer, Denham, Chalfont St. Peter's, Hedgerley, Hedgerley Green, Hedgerley Dean, Beaconsfield, Hedsor, Woburn, Loudwater, Farnham Royal, and High Wycombe, in the county of Buckingham.

And it is also proposed by the intended Act to empower the Company to be thereby incorporated, to purchase lands, houses, and other property, by compulsion or agreement, for the purposes thereof, and to vary or extinguish all existing rights and privileges in any manner connected with such lands, houses, and property, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway, and 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 the aforesaid parishes and places, as may be necessary, in consequence of the construction, and for the purposes of the said intended railway.

And it is further proposed by the intended Act to authorise the levying of tolls, rates, and charges, for the use of the said intended railway, 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 also proposed by the intended Act to enable the Company to be thereby incorporated on the one hand, and the London and South-Western and Great Western Railway Companies, or either of them, 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 said two last-mentioned Companies or either of them of the said intended railway, and the supplying 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 railway, and upon the railways of the Companies or Company parties or party 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 London and South-Western and Great Western Railway Companies, or either of them, parties to any such arrangement or agreement, to levy tolls, rates, and charges on the said intended railway, 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 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 Act (local and personal) 4 and 5 Will. IV., cap. 88, and of any other Act or Acts relating to the London and South-Western Railway Company; and also of the Act (local and personal) 5 and 6 Will. IV., cap. 107, and of any other Act or Acts relating to the Great Western Railway Company.

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 line and levels of the proposed railway, 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 Middlesex, at his office in the Sessions House, Clerkenwell, and with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury, 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 railway is 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 prin-

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

Dated this 12th day of November, 1863.

Swift and Co., 32, Great George-street,
Westminster, Solicitors for the Bill.

In Parliament—Session 1864.

Kingston, Tooting, and London Railway.

(Incorporation of Company; Power to make Railways from Kingston to Brixton; Compulsory Purchase of Land; Power to London, Chatham, and Dover Railway Company 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 some or one of them (that is to say):

A railway commencing in the parish of Kingston, in the county of Surrey, at or near a point abutting upon a road called Orchard-road, and 20 yards, or thereabouts, westward of the point where that road joins another road called Knights Park, and terminating in the parish of St. Mary Lambeth, in the county of Surrey, by a junction with the London, Chatham, and Dover Railway, at or near a point, 3 chains, or thereabouts, west of the bridge carrying that railway over the Brixton-road, 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, Kingston, Morden, Malden, Merton, Mitcham, Tooting Graveney, Streatham, Clapham, and Lambeth, otherwise St. Mary Lambeth, all in the county of Surrey.

A railway commencing in the said parish of Lambeth by a junction with the last described railway, at or near a point where it is proposed to carry that railway across Acre Lane, and being 6 yards, or thereabouts, eastward of the point where the lane leading to Acre Lane Brickfield unites with Acre Lane, and terminating in the said parish of Clapham by a junction with the London, Chatham, and Dover Railway, at or near a point where that railway crosses the High-street in Clapham, and which said intended railway will be wholly situate in the said parishes of Lambeth and Clapham.

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, Chatham, and Dover 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 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 the 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 London, Chatham, and Dover Railway Company, 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 London, Chatham, and Dover Railway Company is 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 London, Chatham, and Dover Railway Company 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 either of them.

And it is also 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, Chatham, and Dover Railway Company, viz.: 16 and 17 Vic., cap. 132; 18 and 19 Vic., cap. 187; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., cap. 54; 23 and 24 Vic., caps. 174, 177, and 187; 24 and 25 Vic., caps. 81, 239, and 240; 25 and 26 Vic., caps. 144, 163, 192, and 224; 26 and 27 Vic., cap. 204; and any other Acts relating to that Company.

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 line of the intended railways delineated thereon, and 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 Surrey, at his office in Lambeth, in the said county; and that a copy of so much of the said plans, 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, as to the parish of Lambeth, with the Clerk of the Vestry of that parish, at his office; as to the parishes of Tooting Graveney, Streatham, and Clapham, with the Clerk of the District Board of Works for the Wandsworth district, at his office; and as to the remainder of the said parishes, 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 12th day of November, 1863.

Hargrove, Fowler, and Blunt, 3 Victoria-street, Westminster; Solicitors.

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

National Volunteer Service Hotel Site.
(Inclosure and Purchase of West Corner of Putney Heath.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enclose the several lands respectively, situate in the parish of Putney, in the county of Surrey, hereinafter particularly enumerated and described, and to distinguish all and all manner of rights of Common, if any, in, over, and upon the same (that is to say):—

1. A portion containing six acres or thereabouts of Putney Heath, bounded on the north-west by a road leading from Roehampton to Kingston-on-Thames; on the south-east by the turnpike road from London through Wandsworth to Kingston-on-Thames, and on the north-east by the road leading from Roehampton on to Wimbledon Common.

2. A portion containing four acres or thereabouts of Putney Heath, bounded on the south-west by the aforesaid road leading to Roehampton on to Wimbledon Common on the north-west by the said road leading from Putney and Roehampton to Kingston-on-Thames on the south-east, by the turnpike road leading from London through Wandsworth to Kingston-on-Thames, and on the north-east by Putney Heath, and extending from the said road leading from Roehampton on to Wimbledon Common, about 100 yards in depth.

It is intended by the said Act to make provision for ascertaining the compensation to be paid to the several persons whose rights of common (if any) in, over, and upon the said lands, or any of them, will be extinguished by or under the provisions of the said Act, or who shall be otherwise damaged by the said Act.

It is also intended to incorporate with the said Act certain clauses of the "Lands Clauses Consolidation Acts, 1845 and 1860."

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

Dated 11th day of November, 1863.

Thos. S. Ashwin, Solicitor for the Bill,
4, Garden-court, Temple.

In Parliament—Session 1864.

Bedford and Cambridge Railway.

(Increase of Capital; Extension of guarantee of London and North Western Railway Company.)

IT is intended to apply to Parliament in the next session thereof for leave to introduce a Bill to enable the Bedford and Cambridge Railway Company to increase their capital, both by shares and by borrowing, and to attach to the capital so to be raised such priority of payment of interest or dividends, or such other preference or advantage over the existing capital of the Company as the Bill shall define, and especially the Bill will extend to such additional capital (both share and loan), or to any definite part thereof the guarantee or right to payment of dividend and interest by the London and North Western Railway Company, which is secured to the existing capital, or to any part of the existing capital of the Bedford and Cambridge Railway Company by the Act of incorporation of the same Company (23 and 24 Vict., cap. 183), and by the articles of agreement which form a schedule to the Act. It is also intended that the Bill shall enable the Bedford and Cambridge, and the London and North-Western Railway Companies, to commute into certain amounts the contingent payments secured by the said Act and the said articles of agreement, and intended to be extended to the proposed new capital.

And it is intended by the said Bill to amend, extend, and explain certain of the provisions of "The Bedford and Cambridge Railway Act, 1860," especially those relating to the London and North-Western Railway Company, and also to amend, extend, and explain the said articles of agreement, which form, as aforesaid, the schedule to the same Act, and especially articles 16 and 24 thereof.

And to enable the London and North-Western Railway Company to increase the sum which by the said Act they are authorised to contribute towards the capital of the Bedford and Cambridge Railway Company, and for the purpose of such additional contribution to use their existing funds, and to raise monies by shares or loan.

The Bill will (so far only as may be necessary for the attainment of its objects) also enlarge the statutory powers of the London and North-Western Railway Company, and vary and amend the Acts relating to the same 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 16th day of November, 1863.

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

Lymington Harbour and Docks.

(Incorporation of Company; Construction of Harbour, Docks, and Railway; Improvement of Lymington River; Arrangements with Lymington Railway Company; 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 introduce a Bill to incorporate a Company (hereinafter called the Company) for all or some of the purposes following, that is to say—

To reclaim from the Solent Sea and the Lymington River and the bed and shore of the same respectively, situate in and adjoining the parishes of Lymington and Milford, land bounded on the east by the Lymington River, on the south by the Solent Sea, on the west by the creek in the north bank of the Solent Sea, known as Pen-

nington Lake, and on the north by lands belonging to George Inman, Thomas Inman, William Dixon, the Reverend Thomas Beckley, as representative of John Beckley deceased, John Granville Beaumont Pulteney, John Mitchell, and Samuel St. Barbe.

To make and maintain in or upon the land so to be reclaimed, or some part or parts thereof, and within the termini or boundaries of the land hereinbefore described, a harbour and one or more dock or docks and other works.

To make and maintain a railway to be wholly situate in the parish of Lymington, to commence from and out of the Lymington Railway at or near the point at which the same crosses the road leading to the bridge from Lymington to Boldre, known as Lymington Bridge, and on the southern side of such road, and terminating in the hereinbefore-described intended docks at a point twenty yards or thereabouts from the south-eastern corner of the bank of the reservoir or basin (formerly a saltern) adjoining the buildings belonging to George Inman, Esquire, and known as the Baths.

To widen, deepen, straighten, and otherwise alter and improve the bed or channel of the Lymington River, between the mouth of the said river and the mill on the said river known as Haywood Mill, belonging to John Morant, Esquire, and in the occupation of Zechariah Butt; to make in relation to such improvement a new cut about 230 yards in length, at a point known as the Ferry Point, in the said river, with a view to diminish the bend at the said point, and to be substituted for the existing Channel there. The said new cut will be made southward of the said point, and will commence and terminate in the present course of the river, and be wholly made in a field in the parish of Boldre, belonging to Mashfield Mason, Esquire, and in the occupation of Edward Dennett.

To alter the said Lymington Bridge, and for the purpose of such alteration and other the improvements in the said river hereinbefore described, to purchase from the Lymington Railway Company, the owners of the same, the said Lymington Bridge, and the lands held in connection therewith, and known as the bridge property, together with the several tolls demanded and received upon or arising from or in respect of the said bridge, with powers to demand and receive such several tolls, or any or either of them, and to make regulations for the due maintenance of the said bridge, and such other powers as may be customary and requisite in that behalf.

To make and maintain all such walls, embankments, tidal basins, floating docks, dry docks, timber ponds, graving docks, gridirons, saucers, locks, gates, bridges, arches, landing places, quays, jetties, piers, railways, tramways, approaches, cuts, roads, wharves, sheds, depôts, warehouses, timber yards, reservoirs, aqueducts, sluices, sewers, and other works and conveniences, as may be proper and convenient in the execution or maintenance of the said several hereinbefore described intended works, or any or either of them.

The said several hereinbefore described intended works will be situate, or be made, in the several parishes or extra-parochial places following; or some of them (all in the county of Southampton), that is to say, Lymington, Milford, Boldre, and Pilley.

The said Bill will authorise the Company in the construction and maintenance of the said several intended works, or any or either of them, to alter, stop up, and divert roads, ways, paths, passages, ferries, streams, watercourses, rivers, drains, sewers, railways, tramways, and naviga-

tions, and to divert into the hereinbefore described intended docks the waters of the Solent Sea and Lymington River, or either of them, and to impound such waters, with power to appropriate to the several objects of the said Bill, and other the purposes of the Company, the lands to be reclaimed from the Solent Sea and Lymington River respectively, and the bed and foreshore of the same respectively, in the execution of the several hereinbefore described intended works, or any or either of them, and to be otherwise acquired by the Company, and power to appropriate to the mayor, aldermen, and burgesses of Lymington, and other the persons entitled to foreshore rights at that point, the land, or a portion of the land, lying between the said intended new cut and the existing Town Quay at Lymington, or other the lands of the persons entitled to foreshore rights as aforesaid, and to authorise the mayor, aldermen, and burgesses of Lymington, and such other persons as aforesaid, thereafter to levy and receive in, upon, and from the said land, or any part thereof, all or any of the tolls, dues, and payments (if any) levied and received, or leviable and receivable, by them respectively, in, upon, and from the said existing Town Quay and such other lands, and to exercise with respect to the same land, and vessels resorting thereto and otherwise, the like authorities as they now exercise with respect to the Town Quay and such other lands, and vessels resorting to such Town Quay and other lands respectively and otherwise.

To purchase by compulsion or agreement lands and houses and rights and easements in and over the same; to vary and extinguish existing rights and privileges in and over such lands and houses and in and over the said Solent Sea and Lymington River respectively, and the bed and foreshore of the same respectively; to levy tolls, rates, and duties for and in respect of the use of the said intended works, or any or either of them; to alter existing tolls, rates, and duties; to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the Lymington Railway Company from time to time to enter into agreements with respect to the maintenance, working, and use by the Railway Company of the hereinbefore described intended works, or any or either of them, or any part thereof, and with respect to the interchange, transfer, and transmission of traffic to or from the respective undertakings of the Company and the Railway Company, and the fixing, division, and apportionment of tolls and receipts derived from such traffic, and with respect to the sale or lease of lands and houses belonging to the Railway Company, and required for the purposes of the hereinbefore described intended works, or any or either of them, or otherwise, in relation to the several objects and purposes of the said Bill, or any or either of them.

To alter, amend, extend, enlarge, or repeal, so far as may be found expedient for the purposes aforesaid, or other the objects and purposes of the said Bill, all or some of the powers and provisions of the local and personal Acts following, that is to say, "The Lymington Railway Act, 1856, and The Lymington Railway Act, 1859," and of any other Act or Acts relating to the Lymington Railway or the Lymington River, or otherwise, which could or might in any manner impede the carrying out of the objects aforesaid, or any of them.

To incorporate "The Lands Clauses Consolidation Act, 1845;" "The Companies Clauses

Consolidation Act, 1845;" "The Railways Clauses Consolidation Act, 1845;" "The Harbours, Docks and Piers Clauses Act, 1847;" "The Lands Clauses Consolidation Act Amendment Act, 1860;" "The Companies Clauses Act, 1863;" and "The Railways Clauses Act, 1863."

And notice is hereby further given, that on or before the 30th day of November, 1863, duplicate plans and sections, describing the lines, situations, and levels of the said intended works, and the lands 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, 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 Southampton, at his office at Winchester, in the said county; and that on or before the said 30th day of November, 1863, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended works are proposed to be made; and also a copy of this notice, published as aforesaid, 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 adjoining thereto, at his place of abode.

And notice is hereby also given, that 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.

Marchant and Pead, 30, Great George-street, Westminster.

In Parliament—Session 1864.

Wood-green and Enfield Railway.

(Incorporation of a Company for making Railways from the Great Northern Railway, at Wood-green, to Enfield and Ordnance Stations; Working by, and Arrangements with, the Great Northern and Great Eastern Railway Companies; Powers over Railways and certain Stations of those Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a company (herein called "the Company"), and to confer upon the Company the following, or some of the following, among other powers, (that is to say):—

To make and maintain the railways following, or some or one of them, with all necessary works, stations, approaches, sidings, and other conveniences connected therewith, that is to say:—A railway (hereinafter called railway No. 1) commencing in the parish of Tottenham, in the county of Middlesex, by a junction with the Great Northern Railway, at or near the northern end of the up-platform of the Wood-green station of that railway, and terminating at a point near the eastern corner of a field belonging to Edward Busk, Esq., and in the occupation of William Williams, which said field is bounded on the south and south-west by a road, commonly known as Furze-lane, leading from Jews'-corner to Highfield-row, and which said point of termination is situate 3-chains, or thereabouts, to the westward of the western end of the public footpath passing from the said road, called Furze-lane, to the turnpike-road leading from Enfield to Edmonton, which said intended railway No. 1 will pass from, through, or into the parishes and places following, or one of them, that is to say: Tottenham and Edmonton, all in the county of Middlesex.

A railway (hereinafter called railway No. 2) commencing in the said parish of Edmonton by a junction with the intended railway No. 1, at or near the termination thereof herein described, and terminating in the parish of Enfield, in the county of Middlesex aforesaid, by a junction with the Enfield branch of the Great Eastern Railway, at a point about 750 yards to the south of the southern end of the passenger platform of that railway at Enfield station, and which intended railway No. 2 will pass from, or through, or into the parishes or places following, or some or one of them, videlicet: Edmonton, Winchmore Hill, and Enfield, all in the county of Middlesex.

A railway (hereinafter called railway No. 3) situate wholly in the said parish of Enfield, commencing by a junction with the Enfield branch of the Great Eastern Railway, at a point about 750 yards to the south of the southern end of the passenger platform of the Enfield station of the said Enfield branch, and terminating by a junction with the Great Eastern Railway at or near the southern end of the down platform of the Ordnance station of that railway.

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

To levy tolls, rates, and duties in respect of the said intended railways and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties.

To enable the Company, and any Company by whom the said intended railways may at any time hereafter be lawfully worked or used, to run over, work, and use with their engines, carriages, and waggons of every description, and their clerks, officers, and servants, so much of the Great Northern Railway as is situate between the junction therewith of the intended railway No. 1 herein described, and the Wood-green station aforesaid, including that station, and also so much of the railway of the Great Eastern Railway as is situate between the junction therewith of the intended railway No. 2 herein described, and the Enfield station aforesaid, including that station, and also so much of the Great Eastern Railway as is situate between the junction therewith of the intended railway No. 3 herein described, and the Armoury or Ordnance station of that railway, including that station, together also with all the stations, sidings, watering-places, water-platforms, approaches, turn-tables, and other works and conveniences connected with so much of the Great Northern Railway and the Great Eastern Railway as aforesaid, and with the said stations, upon such terms and conditions, and on payment of such tolls and

charges as may be agreed upon, or as in case of difference shall be settled by arbitration.

To enable the Company on the one hand, and the Great Northern and the Great Eastern Railway Companies (hereinafter referred to as the "two Companies"), or either of them, on the other hand, from time to time to enter into arrangements and agreements with respect to the working, use, management, and maintenance by the two Companies, or either of them, of the said intended railways and works, or any part thereof, and the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic on the said intended railways, or either of them, the payments to be made, the conditions to be performed with respect to such working, use, maintenance, and management, and the collection, appropriation, appointment, and distribution of the revenues arising therefrom, and all incidental matters connected therewith.

To make provision for facilitating the interchange and transmission of all traffic whatsoever to, from, or over the said intended railways, or any of them, and the said Great Northern Railway and Great Eastern Railway respectively, and to secure through booking to, from, and over the said railways respectively, and for fixing, ascertaining, limiting, reducing, 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, as may be necessary, and to authorize the Company and the two Companies, or either of them, from time to time, to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may be entered into, and in default of agreements, to confer all necessary powers for effecting the objects aforesaid, or any of them.

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 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; 23 and 24 Vict., cap. 168; 24 and 25 Vict., cap. 70; and 25 and 26 Vict., cap. 1; and 26 and 27 Vict., caps. 203, 191, and 147, and all other the Acts relating to the Great Northern Railway Company, and the local and personal Acts, or some of them, that is to say:—The Great Eastern Railway Act, 1862; the Eastern Counties Railway (Epping Lines) Act, 1862; the Eastern Union Railway Act, 1862; and the 26 and 26 Vict., caps. 83, 178, 190, and 225, and all other the Acts relating to the Great Eastern Railway Company.

Duplicate plans and sections, showing the line, situation, and levels of the said intended railways and works, and land in or through which the same are intended to be made, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, and that on or before the said 30th day of November instant, a copy of the said plans, sections, and a book of reference, as relates to each parish, division of parish, or extra-parochial place in or through which the

said intended railways and works will be made, together with a copy of the said Gazette notice, will be deposited for public inspection with the parish clerk of such parish, or division of parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 12th day of November, 1863.

G. E. Forster, 89, Chancery-lane, Solicitor for the Bill.

Henry Moon, 6, Manchester-buildings, Westminster, Parliamentary Agent.

In Parliament.—Session 1864.

London Union Railways:

(Incorporation of Company for making Railways between Hendon and Chelsea; Chelsea and Bricklayers' Arms Station; Chelsea and Victoria Station; Victoria Station and Westminster; Westminster and the Metropolitan Extension of the London Chatham and Dover Railway; with Branches to the Mansion House and elsewhere; Powers of Deviation; Powers of Interference with Streets, Roads, &c.; Levying of Tolls; Compulsory Purchase of Land; Junctions with and Use of Stations of, and Running Powers over, and Facilities for Traffic over, the Railways of other Companies; Working Arrangements with other Companies; Power to other Companies to subscribe; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (hereinafter called "The Company"), with powers to construct and maintain the railways hereinafter mentioned, or some of them, or some parts thereof, together with all proper works, approaches, stations, sidings, and conveniences connected therewith respectively (that is to say):

Railway No. 1.—A railway commencing in the parish of Hendon, in the county of Middlesex, by a junction with the Midland Railway at or near a point of the road leading from the Edgware-road to Clatterhouse Farm, one hundred and eighty yards, or thereabouts, east of the Edgware-road, and terminating in the parish of Saint Luke, Chelsea, in the county of Middlesex, by a junction with Railway No. 3, hereinafter described, in a nursery garden adjoining Cremorne New-road and Poole's-lane, and at or near a point sixty-one yards, or thereabouts, north-east of the junction of the said road and lane, and which Railway No. 1 will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Hendon, Willesden, Saint Peter and Saint Paul Hammer-smith, Paddington, Saint Mary Abbott Kensington, Fulham, and Saint Luke Chelsea, all in the county of Middlesex, or some of them;

Railway No. 2.—A railway situate wholly within the parish of Willesden, in the county of Middlesex, commencing by a junction with Railway No. 1, at or near a point two hundred and eleven yards, or thereabouts, westward of the bridge over the North and South Western Junction Railway at the Kensal Green Station, and

terminating in a junction with the North and South Western Junction Railway, at or near a point three hundred yards, or thereabouts, east of the said bridge;

Railway No. 3.—A railway commencing in the parish of Fulham, in the county of Middlesex, by a junction with the West London Extension Railway, at or near a point fifty-six yards, or thereabouts, southward of the King's-road Bridge over that railway, and terminating in the parish of St. Mary Magdalene Bermondsey, in the county of Surrey, by a junction with the London, Brighton, and South Coast and South Eastern Railways, or one of them, at or near the west side of the foot-bridge over the said railways at Saint James's-road, which Railway No. 3 will pass from, in, through, or into the several parishes, townships, extra-parochial and other places of Fulham, Saint Luke Chelsea, Saint Mary Abbott Kensington, Saint George Hanover Square, Saint Margaret Westminster, Saint John Westminster, and the city and liberty of Westminster, all in the county of Middlesex; and Saint Mary Lambeth, Saint George the Martyr, Saint Mary Newington, Saint Mary Magdalene Bermondsey, and the borough of Southwark, all in the county of Surrey, and will cross the River Thames by a bridge near the Millbank Penitentiary;

Railway No. 4.—A railway situate wholly within the said parish of Saint Mary Lambeth, commencing by a junction with Railway No. 3, at or near a point on the east side of Regent-street, seventy yards, or thereabouts, south-east of Lambeth-walk, and terminating by a junction with the London and South Western Railway, at or near a point twenty-five yards, or thereabouts, north of the north abutment of the railway bridge over Broad-street;

Railway No. 5.—A railway situate wholly within the said parish of Saint Mary Newington, commencing by a junction with railway No. 3, at or near a point five yards, or thereabouts, west of the west side of the Parsonage House, and terminating by a junction with the London Chatham and Dover Railway, at or near a point ten yards, or thereabouts, south of the north end of the Elephant and Castle Station of the London Chatham and Dover Railway;

Railway No. 6.—A railway situate wholly in the said parish of Saint George Hanover Square, commencing by a junction with Railway No. 3, at or near a point fifty-eight yards, or thereabouts, west of the west side of the Grosvenor Canal Lock, and eighty yards, or thereabouts, north of the north side of the eastern toll-house, on the Middlesex side of the Chelsea Suspension Bridge, and terminating by a junction with the Victoria Station and Pimlico Railway, at or near a point beneath the south side of the Eccleston Bridge over the same railway;

Railway No. 7.—A railway commencing in the said parish of Saint George Hanover Square, by a junction with the railway No. 6, at or near a point one hundred and fifty yards, or thereabouts, south of the bridge under Saint George's-road and over the Grosvenor Canal, and seven yards, or thereabouts, west of the water side of the towing-path of the said canal, and terminating in the said parish of Saint Margaret Westminster, by a junction with Railway No. 9, at or near a point one hundred and forty-six yards, or

thereabouts, north of the north side of the Middlesex approach to Westminster Bridge, and thirty-five yards, or thereabouts, south-east of the south-eastern angle of the river wall opposite Richmond-terrace Mews, which Railway No. 7 will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places, of Saint George Hanover-square, Saint Margaret Westminster, Saint John Westminster, and the city and liberty of Westminster, all in the county of Middlesex;

Railway No. 8.—A railway commencing in the said parish of Saint Mary Abbott Kensington, by a junction with the West London Railway, at or near a point fifty-four yards, or thereabouts, north-west of the southernmost end of the eastern platform forming a part of the passenger station at Kensington, belonging to the West London Extension Railway Company, and terminating in the said parish of Saint Martin-in-the-Fields, by a junction with the Railway No. 9, at or near a point forty-five yards, or thereabouts, north-east from the easternmost cylinder of the second row of cylinders, counting from the Middlesex side, supporting the Charing-cross or Hungerford Railway Bridge, which said Railway No. 8 will pass from, in, through, or into, or be situate within the several parishes, townships, extra-parochial, or other places following, or some of them, that is to say: Saint Mary Abbott Kensington, Saint Margaret and Saint John Westminster, Saint George Hanover-square, Saint Martin-in-the-Fields, and the city and liberty of Westminster, all in the county of Middlesex;

Railway No. 9.—A railway commencing in the said parish of Saint Margaret Westminster, at a point on the foreshore of the River Thames, situate sixty feet or thereabouts to the northward of Westminster Bridge Approach, and eighty feet or thereabouts to the eastward of the end of Bridge-court nearest to the said River Thames, and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Saint Margaret Westminster, Saint Martin-in-the-Fields, Saint Clement Danes, Saint John the Baptist Savoy, or precinct of Savoy, Saint Mary le Strand, and the River Thames, in the city of Westminster; the Middle Temple, the Inner Temple, precinct of Whitefriars, Saint Bridget otherwise Saint Bride, precinct of Bridewell, precinct of Saint Ann Blackfriars, Saint Andrew by the Wardrobe, Saint Martin Ludgate, Saint Sepulchre, and the River Thames, or some or one of them, all in the city of London and county of Middlesex, or one of them, and terminating at or near a spot in the said parish of Saint Sepulchre and city of London situate ten feet, or thereabouts, to the west of Green Dragon-court, and one hundred and thirty feet, or thereabouts, to the north of Snow Hill, at which terminal point it is intended to form a junction with the Metropolitan Extension of the London Chatham and Dover Railway authorised in the Session of 1860;

Railway No. 10.—A railway commencing in the said parish of Saint Andrew by the Wardrobe by a junction with Railway No. 9, at a point in Hoood's Wharf eighty feet, or thereabouts, in a southerly direction from Earl-street, and passing from, in, through, or into the several parishes, townships, and

extra-parochial or other places of Saint Andrew by the Wardrobe, Saint Benet Paul's Wharf, Saint Peter near Paul's Wharf, Saint Mary Magdalene, Saint Nicholas Cole Abbey, Saint Mary Mounthaw, Saint Mary Somerset, Saint Nicholas Olave, Saint Mildred Bread Street, Holy Trinity the Less, Great Saint Thomas the Apostle, Saint Mary Aldermary, Saint Antholin, Saint Pancras Soper Lane, Saint Benet Sherehog, Saint Mildred Poultry, Saint Stephen Walbrook, Saint Mary Woolchurch Haw, and Saint Margaret Moses, or some or one of them, all in the city of London and county of Middlesex, or one of them, and terminating in the said parish of Saint Mildred Poultry, at a point fifty feet, or thereabouts, from the angle formed by Charlotte-row and the Poultry, measured in a westerly direction;

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

To make lateral deviations from the lines of the proposed railways and works to the extent of, or within the limits defined upon, the plans hereinafter mentioned, and to cross, divert, alter, or to stop up, whether temporarily or permanently, all such roads, highways, streets, bridges, works, mines, streams, rivers, sewers, main-pipes, drains, canals, navigations, railways, and tramways within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said intended railways and works.

To purchase lands and houses by compulsion or agreement, and to vary or extinguish rights and privileges in any manner connected with the lands or houses proposed to be taken for the purposes of the said railway and works; and also to levy tolls, rates, and duties upon or in respect of the said railway and works, to confer exemptions from payment of tolls, rates and duties; to alter, vary, or extinguish the existing tolls, rates, and duties of any of the Companies herein mentioned, and other tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

To authorize the Company, upon such terms as (in default of agreement with the respective Companies following) shall be settled by arbitration or the Board of Trade, to use the following stations of the following Railway Companies respectively, and the works and conveniences of the said stations respectively (that is to say):—The Kensal Green station of the North and South Western Junction Railway Company, the Kensington and Chelsea stations of the West London Extension Railway Company, the Victoria station at Pimlico, the Elephant and Castle station of the London Chatham and Dover Railway Company, the Bricklayers' Arms station of the London Brighton and South Coast and the South Eastern Railway Companies, the Farringdon-street station of the Metropolitan Railway Company; and upon such terms as shall be settled as aforesaid, to 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, so much of the railways of the following Companies as hereinafter mentioned (that is to say):—The West London Railway, between the junction therewith of the proposed Railway No. 8 and the said Kensington station; the West London Extension Railway, between the junction therewith of Railway No. 3 and the said Chelsea station; the Metropolitan Extension of the London Chatham and Dover Railway,

between the junction therewith of the proposed Railway No. 9 and the Farringdon-street station of the Metropolitan Railway Company; the London, Brighton and South Coast Railway and the South Eastern Railway, between the junction therewith of the proposed railway No. 3 and the said Bricklayers' Arms Station; and to enable the Company to form at the respective points of junction before enumerated junctions with the rails of the North and South Western Junction Railway, the West London Railway, the West London Extension Railway, the London, Brighton and South Coast Railway, the South Eastern Railway, the London and South Western Railway, the London Chatham and Dover Railway, the Victoria station and Pimlico Railway, and the Metropolitan Extension of the London, Chatham and Dover Railway respectively.

And to require and enable the Company, and the Great Eastern Railway Company, the Great Northern Railway Company, the Midland Railway Company, the London and North Western Railway Company, the Great Western Railway Company, the North and South Western Junction Railway Company, the West London Railway Company, the West London Extension Railway Company, the London and South Western Railway Company, the London, Brighton and South Coast Railway Company, the South Eastern Railway Company, the London, Chatham and Dover Railway Company, and the Metropolitan Railway Company respectively, to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along their respective railways, or any parts thereof respectively, and any other railways with which they respectively have working or traffic arrangements, all traffic which, having passed over the intended railways, or any of them, may be tendered to the said other Companies respectively for transmission along their railways respectively, or any part thereof, or which, having passed over the said other railways, or any of them, may be tendered to the Company for transmission along the intended railways respectively, or any part thereof; and that upon and subject to such rules and regulations, and upon payment of such tolls, rates, and charges respectively, as in case of disagreement shall be settled by arbitration or the Board of Trade.

And to enable the Company, on the one hand, and the respective other Companies named in the last preceding paragraph of this notice, or any 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 intended railways and works, or any of them, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the railways; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and convenience of traffic coming from or intended for the respective undertakings of the contracting Companies, and the division and apportionment of the revenue arising from that traffic; and to authorize the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which, prior to the passing of the proposed Act, may be made touching any of the matters aforesaid.

To authorize the said respective other Companies to subscribe towards and become shareholders in the undertaking of the Company, and to vote at meetings and appoint directors of that Company, and to apply for the purposes of their

subscriptions respectively any capital or money which they are authorized respectively to raise by the Acts relating to those Companies respectively, or to raise additional capital for that purpose, either by mortgage or by the issue of new shares, with or without any preference in payment of dividend, or special terms, conditions, privileges, or advantages.

To amend and enlarge the powers and provisions of all or any of the local and personal Acts following, namely:

"The Great Eastern Railway Act, 1862," and 24 and 25 Vict., cap. 228, and all other Acts relating to the Great Eastern Railway Company.

The following and any other Acts relating to the Great Northern Railway Company, namely: 9 and 10 Vict., caps. 71 and 88; 10 and 11 Vict., caps. 113, 125, 143, 146, 148, 272, 286 and 287; 11 and 12 Vict., caps. 62, 71, and 114; 12 and 13 Vict., cap. 84; 13 and 14 Vict., cap. 61; 14 and 15 Vict., caps. 45 and 114; 16 and 17 Vict., cap. 60; 18 and 19 Vict., cap. 124; 20 and 21 Vict., cap. 138; 21 and 22 Vict., cap. 113; 22 Vict., cap. 35; 23 and 24 Vict., cap. 168; 24 and 25 Vict., cap. 70; and 25 and 26 Vict., cap. 1; 26 and 27 Vict., caps. 147 and 191.

The following and other Acts relating to the Midland Railway Company (that is to say): 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict., caps. 21, 88, and 131; 14 and 15 Vict., caps. 57, 88, and 113; 16 Vict., cap. 33; 16 and 17 Vict., cap. 108; 19 and 20 Vict., cap. 54; 22 and 23 Vict., caps. 40, 130, and 136; 23 and 24 Vict., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict., caps. 57, 106, and 139; and 25 and 26 Vict., caps. 81, 90, 91, and 173; 26 and 27 Vict., caps. 74, 132, and 183.

The following and any other Acts relating to the London and North Western Railway Company (that is to say): 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, 173, 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, 143, 171, 176, 194, 198, 200, 208, and 209; and 26 and 27 Vict., caps. 5, 152, 177, and 217.

The following and any other Acts relating to the Great Western Railway Company, that is to say:—5 and 6 Will. IV., cap. 107; 6 Will. IV., caps. 36, 38, 77, and 79; 7 Will. IV. and 1 Vict., caps. 91 and 92; 1 and 2 Vict., caps. 24 and 26; 2 and 3 Vict., cap. 27; 3 and 4 Vict., caps. 47 and 105; 4 and 5 Vict., cap. 41; 5 Vict., Sess. 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, 158, 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; and 25 and 26 Vict., caps. 58, 71, 110, 111, 127, 196, 198, 206, and 226; and 26 and 27 Vict., caps. 113 and 151.

The following and any other Acts relating to the West London Railway Company, viz.:—6 and 7 Will. IV., 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; 17 and 18 Vict., cap. 204; and the Acts relating to the West London Extension Railway Company, namely, 22 and 23 Vict., cap. 134; 24 and 25 Vict., cap. 234; and 26 and 27 Vict., cap. 208; and the following and any other Acts relating to the North and South-Western Junction Railway, viz.: 14 and 15 Vict., cap. 100; 16 and 17 Vict., cap. 69; and 17 and 18 Vict., cap. 161.

The following and any other Acts relating to the London and South-Western Railway Company, namely, 4 and 5 Will. 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; 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 178; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 13, 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, 158, and 185; 25 and 26 Vict., cap. 42; and 26 and 27 Vict., caps. 19 and 90.

The following and any other Acts relating to the London, Brighton, and South Coast Railway Company:—5 and 6 Will. IV., cap. 10; 6 and 7 Will. IV., cap. 121; 7 Will. IV. and 1 Vict., cap. 119; 1 and 2 Vict., cap. 20; 2 and 3 Vict., cap. 18; 3 and 4 Vict., cap. 129; 6 and 7 Vict., caps. 27 and 62; 7 and 8 Vict., caps. 67, 91, 92, and 97; 8 and 9 Vict., caps. 52, 113, 196, 199, and 200; 9 and 10 Vict., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict., caps. 167, 244, and 276; 11 and 12 Vict., cap. 136; 16 and 17 Vict., caps. 41, 86, 88, 100, and 180; 17 and 18 Vict., caps. 61, 68, and 210; 18 and 19 Vict., caps. 114 and 169; 19 and 20 Vict., caps. 87, 92, and 105; 20 and 21 Vict., caps. 60, 72, 133, and 143; 21 and 22 Vict., caps. 57, 84, 101, 104, and 118; 22 Vict., cap. 3; 22 and 23 Vict., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vict., caps. 109, 158, 171, 172, and 174; 24 and 25 Vict., caps. 120, 174, and 234; 25 and 26 Vict., caps. 68, 78, 151, 207, and 210; and 26 and 27 Vict., caps. 137, 142, 192, 218, and 227.

The following and any other Acts relating to the South-Eastern Railway Company:—6 Will. IV., cap. 75; 1 Vict., cap. 93; 2 Vict., cap. 42; 2 and 3 Vict., cap. 79; 3 Vict., cap. 46; 5 Vict.,

Session 2, cap. 3; 6 and 7 Vict., caps. 51, 52, and 62; 7 Vict., cap. 25; 7 and 8 Vict., caps. 69, and 91; 8 and 9 Vict., caps. 167, 186, 197, and 200; 9 Vict., caps. 55, 56, and 64; 9 and 10 Vict., caps. 305 and 399; 10 and 11 Vict., caps. 104 and 230; 13 and 14 Vict., cap. 31; 15 and 16 Vict., cap. 103; 16 and 17 Vict., caps. 116, 121, 130, and 156; 18 and 19 Vict., cap. 16; 20 and 21 Vict., cap. 155; 22 and 23 Vict., cap. 35; 24 Vict., cap. 12; 24 and 25 Vict., cap. 191; 25 and 26 Vict., cap. 96; and 26 and 27 Vict., caps. 115 and 175.

The following and any other Acts relating to the London, Chatham, and Dover Railway Company:—16 and 17 Vict., cap. 132; 18 and 19 Vict., cap. 187; 21 and 22 Vict., caps. 51 and 107; 22 and 23 Vict., cap. 54; 23 and 24 Vict., caps. 174, 177, and 187; 24 and 25 Vict., caps. 81, 239, and 240; and 25 and 26 Vict., caps. 163, 166, 192, and 224; and 26 and 27 Vict., cap. 204.

The following and any other Acts relating to the Victoria Station and Pimlico Railway Company:—21 and 22 Vict., cap. 118; 22 and 23 Vict., cap. 112; and 24 and 25 Vict., cap. 81.

The following and any other Acts relating to the Metropolitan Railway Company, that is to say:—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. 28; 23 and 24 Vict., cap. 168; 24 and 25 Vict., caps. 133 and 233; 25 and 26 Vict., cap. 58; and 26 and 27 Vict., cap. 165.

“The Thames Embankment Act, 1862;” “The Thames Embankment Act, 1863;” “The Metropolitan Improvement Act, 1863.”

Duplicate plans and sections, describing the lines, situations, and levels of the intended railways and works, and the lands and houses through which the same may be made, or which may be taken for the purposes of the Bill, and a book or books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands and houses which may be taken under the powers of the Bill; and a published map, wherein will be defined the general course or direction of such railways, together with a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions-house, Clerkenwell, in the said county; the Clerk of the Peace for the City of London, at his office at the Sessions-house, in the Old Bailey, in the said city; the Clerk of the Peace for the city and liberties of Westminster, at his office, No. 24, Spring-gardens, Westminster; the Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth, in that county; and, on or before the same 30th day of November next, copies of so much of the said plans, sections, and book or books of reference as relate respectively to the several parishes, townships, and extra-parochial or other places 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 be deposited for public inspection as follows (that is to say): as relates to the parishes of Saint Mary Magdalene Bermondsey, St. Luke Chelsea, Saint George Hanover-square, Saint Martin-in-the-fields, Paddington, Saint Mary Newington, Saint George-the-Martyr, Saint Mary Lambeth, and Saint Mary Abbott Kensington, with the respective clerks of the vestries of those parishes, at their respective offices in those parishes; and as

relates to the parishes of Saint Margaret Westminster, Saint John Westminster, Saint John the Baptist Savoy, or precinct of Savoy; Saint Mary le Strand, Saint Clement Danes, Saint Peter and Saint Paul Hammersmith, and Fulham, with the respective clerks of the district boards of works for the respective districts in which such parishes are situate, at the offices of the said respective clerks in the said respective districts; and in the case of every other parish, with the clerks of the respective parishes, at their places of abode; and in case of every extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place.

“The Lands Clauses Consolidation Act, 1845,” “The Lands Clauses Consolidation Act Amendment Act, 1860,” “The Companies Clauses Consolidation Act, 1845,” “The Companies Clauses Act, 1863,” “The Railway Clauses Consolidation Act, 1845,” and “The Railway Clauses Act, 1863,” or some part or parts of such Acts respectively, will be incorporated with the said intended Act.

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

Dated this 14th day of November, 1863.

Chas. Tahourdin, 1, Victoria-street, Westminster;

Reece, Wilkins, and Blyth, 10, St. Swithin's-lane, City;

Thorndike and Smith, 11, Staple Inn;
Solicitors for the Bill.

Blockley and Banbury Railway.

(Incorporation of Company; Construction of Railway from the Great Western Railway at Blockley to the Buckinghamshire Railway at Banbury; Working agreements with the London and North-Western and Great-Western Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next session for an Act to incorporate a Company (hereinafter called “the Company”) and to confer upon the Company the following, or some of the following, among other powers:—

1. To make and maintain a railway, with all proper stations, approaches, works, and conveniences, commencing in the parish of Blockley, in the county of Worcester, by a junction with the Great Western Railway at or near the south-eastern end of the passenger platform of the Blockley station thereon; thence passing, in, from, through, or into all or some of the townships, parishes, extra-parochial and other places of Blockley, Tidmington, Ditchford, and Aston, in the county of Worcester; Traitorsford, Compton, Stretton-on-the-Foss, Long Compton, Birmingham, Cherrington, Whichford, Brailes, Upper Brailes, Sutton, Sutton-under-Brailes, Lower Brailes, Barcheston, Wolford, Great Wolford, Little Wolford, and Stourton, in the county of Warwick; Todenham, Sutton or Sutton-under-Brailes, and Lower Lemington, in the county of Gloucester; Warkworth, Middleton Cheney, Upper Middleton Cheney, Lower Middleton Cheney, Marston Saint Lawrence, Overthorpe, Grimsbury, King's Sutton, and Banbury, in the county of Northampton; and Swalcliffe or Swalecliffe, Banbury, Neithrop alias Neithorp, Calthorpe alias Calthorpe alias Calthrop, Easington, Wickham alias Wykham, Tadmarton, Upper Tadmarton, Lower Tadmarton, Sibford; Sibford Gower, Sibford Ferris, Birdrup alias Burdrop alias Burdrup, Traitorsford, Hook Norton, Blox-

ham, Bloxham North, Bloxham South, Bodicote, Broughton, Shutford, Epwell, Wigington, Milcombe, Drayton, and Adderbury, in the county of Oxford; and terminating in the parish of Middleton Cheney, in the county of Northampton, by a junction with the Banbury Extension of the Buckinghamshire Railway at or about 20 chains south-east of the mile-post thereon indicating 77 miles from London.

2. To make and maintain a railway, with all proper stations, approaches, works, and conveniences, commencing by a junction with the Great Western Railway at or near the level crossing over that railway about three furlongs south-eastward of the south end of the platform of the Banbury station thereon, and terminating by a junction with the said intended Railway No. 1, in a field bounded on the north-east by the said Banbury Extension Railway; on the south-west by the Great Western Railway; and on the south-east by the fence forming the parish boundary of Warkworth and Middleton Cheney; all which lastly described railway will be situated in the parish of Warkworth and county of Northampton.

To purchase and acquire, by compulsion or agreement, lands, houses, and other property, for the purposes of the said intended railways 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, rivers, streams, watercourses, drains, sewers, pipes, canals, towing-paths, railways and tramways, so far as may be necessary or convenient in constructing the said intended railways and works.

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.

The intended Act will empower the Company and the London and North-Western Railway Company and the Great Western Railway Company, or either of them, to make and carry into effect agreements with respect to the maintenance and management, use and working of the railways of the Company, and the conveyance of traffic thereon, the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of such traffic, and the supply and maintenance of engines, stock, and plant.

The intended Act will amend the powers of the several local and personal Acts of Parliament:—9 and 10 Victoria, cap. 204, and all other Acts relating to the London and North-Western Railway Company; and 5 and 6 William 4, cap. 107, and all other Acts relating to the Great Western Railway Company.

Maps, plans, and sections of the intended railways and works, with a book of reference to such plans, and also a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th of November instant, in the present year, with the Clerk of the Peace for the county of Northampton, at his office in Northampton; with the Clerk of the Peace for the county of Warwick, at his office in Stratford-on-Avon; with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; with the Clerk of the Peace for the county of Worcester, at his office in Worcester; and with the Clerk of the Peace for the county of Oxford, at his office in Oxford. And a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railways and works are

proposed to be made, together with a copy of the said Gazette notice, will be deposited, on or before the 30th day of November, in the present year, with the parish clerk of each such parish, at his residence; and as regards any extra-parochial place, with the parish clerk of some immediately adjoining parish, at his residence.

Printed copies of the intended Act will be deposited at 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.

Gregory and Champion, 17 and 18, Clement's-inn, London, Solicitors.
Thomas Draper, Solicitor, Banbury.

In Parliament.—Session 1864.

Ruthin and Mold Roads,

(Continuation of Term—Repeal or Amendment of Act—Levying, Collecting and Varying Tolls, Rates, or Duties—Rate of Interest).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, vary, continue, and enlarge all or some of the powers and provisions of an Act of Parliament passed in the third year of the reign of His Majesty, King George the Fourth, intitled "An Act for continuing the term and altering, amending, and enlarging the powers of several Acts, for repairing the roads therein mentioned, in the counties of Denbigh and Flint, so far as relate to the road from Ruthin, in the county of Denbigh, to Mold, in the county of Flint," or to repeal the said Act wholly or in part; and to grant further, better, and more effectual powers instead thereof; and to continue and to extend the term granted by the said Act; and to make further provisions with reference to the said roads.

And in the said Act powers will be applied for to levy and collect tolls, rates, or duties upon the said roads; to alter or vary the existing tolls, rates, or duties authorised by the said Act to be taken, or which can now be collected upon the said roads; to continue, confer, vary, or extinguish exemptions from payment of tolls, rates, or duties; to alter and regulate the application and expenditure of the monies arising from such tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

Provision is also intended to be made in the said Act with reference to the payment of the interest and principal of the mortgage debts due and owing upon the credit of the tolls, rates, and duties collected on the said roads, and for fixing the rate of interest to be hereafter paid in respect of such debts, or the proportion of tolls, rates, or duties to be applied in payment of interest and principal, and for making other arrangements with respect to the existing mortgage or unclaimed debts, and to the liquidation or extinguishment thereof, and of any arrears of interest due thereon, and of other charges and liabilities on the said roads, and with respect to the ordering, arranging, and confirming the securities of the creditors upon the tolls, rates, or duties authorised to be collected upon the said roads, and to such other matters in relation to the said roads as Parliament may deem proper or necessary.

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

Dated this 12th day of November, 1863.

Robert Edwards, Ruthin, Solicitor.
Walmisley, Son, and Hasdey, 5, Victoria-street, Westminster Abbey, Parliamentary Agents.

In Parliament—Session 1864.

Metropolitan Grand Union Railway.

(Incorporation of Company—Power to make Railways—Compulsory Purchase of Lands—Tolls—Subscription by and Working Arrangements with Various Companies—Traffic Facilities—Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill and to pass an Act to incorporate a Company (hereinafter called "the Company"), and to enable them to make and maintain the railways hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper stations, works, conveniences, and approaches connected therewith (that is to say):—

Railway No. 1. A railway commencing by a junction with the West London Railway in the parish of St. Mary Abbots, Kensington and county of Middlesex, at or near a point 333 yards or thereabouts northward of the booking-office of the Kensington Station of that railway, and terminating by a junction with the London and Blackwall Railway, in the parish of St. George-in-the-east, in the said county of Middlesex, at or near a point where that railway crosses over Christian-street, and which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say), St. Mary Abbots Kensington, Hammersmith, Fulham, Chelsea, St. Luke Chelsea, St. George Hanover-square, St. Margaret Westminster, St. Martin's-in-the-Fields, St. Clement Danes (detached), Precinct of the Savoy, St. Maryle-Strand, St. Clement Danes, Middle Temple, Inner Temple, White Friars Precinct, St. Bride, Bridewell Precinct, St. Ann Black Friars, St. Andrew's-by-the-Wardrobe, St. Gregory by St. Paul, St. Benet Paul's Wharf, St. Mary Magdalen, St. Peter near Paul's Wharf, St. Nicholas Cole Abbey, St. Mary Mounthaw, St. Mary Somerset, St. Nichols Olave, St. Mildred Bread-street, Holy Trinity-the-Less, St. Michael Queenhithe, St. James Garlick Hythe, St. Thomas-the-Apostle, St. Michael Paternoster Royal, St. Nicholas Vintry, All Hallows-the-Great, St. John-the-Baptist Walbrook, St. Mary Bothaw, St. Laurence Pountney, All Hallows-the-Less, St. Martin Orgers, St. Michael's, St. Leonard East Cheap, St. Margaret, St. Magnus-the-Martyr, St. George Botolph, St. Botolph Billingsgate, St. Mary-at-Hill, St. Dunstan-in-the-East, All Hallows Barking, Precinct of Old Tower Without and Tower of London, St. Olave, St. Botolph Without Aldgate, Holy Trinity Minories, St. Mary Whitechapel, St. George-in-the-East, and the following boroughs or some of them (that is to say): Westminster, City of London, and Tower Hamlets, all in the county of Middlesex.

Railway No. 2. A railway commencing by a junction with the last-described railway in the parish of St. Olave, in the county of Middlesex, at or near a point where the said intended railway crosses under Cooper's-row, sixteen yards or thereabouts southward of the southernmost side of the viaduct carrying the Blackwall Railway over Cooper's-row, and terminating by a junction with the authorised Metropolitan Railway Finsbury-circus Extension, in the parish of St. Giles Without Cripplegate, in the county of Middlesex, at or near a point where that railway crosses under

Milton-street, and which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): St. Olave, St. Botolph Without Aldgate, Holy Trinity Minories, St. Mary Whitechapel, Christ Church Spitalfields, Old Artillery Ground Liberty, St. Botolph Without Bishopsgate, St. Leonard Shoreditch, St. Luke, St. Stephen Coleman-street, St. Giles Without Cripplegate, and the following boroughs or some of them, viz., City of London, Finsbury, and Tower Hamlets, all in the county of Middlesex.

Railway No. 3. A railway commencing by a junction with the before-described Railway No. 1, in the parish of St. Mary Abbots Kensington, in the county of Middlesex, at or near a point in Pelham-street, 140 yards or thereabouts westward of the point where that street joins Fulham-road, and terminating by a junction with the authorised western terminus of the Metropolitan Railway Paddington Extension, in the parish of Paddington, in the county of Middlesex, at or near a point at or near to the junction of the easternmost side of Spring-street with Conduit-street East; and which said intended railway will pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say): St. Mary Abbot Kensington, St. Margaret Westminster Out Ward, and Paddington, and the boroughs of Westminster and Marylebone, all in the county of Middlesex.

Railway No. 4. A railway commencing by a junction with the before-described Railway No. 3, in the parish of Paddington, in the county of Middlesex, at or near a point in Conduit-street West, where Gloucester-terrace joins that street, and terminating by a junction with the Great Western Railway, in the parish of Paddington, in the county of Middlesex, at a point about 150 yards or thereabouts north-westward of the south-western end of the bridge carrying Bishop's-road over the Great Western Railway. And which said intended railway is situate wholly in the borough of Marylebone, and parish of Paddington, in the county of Middlesex.

Railway No. 5. A railway commencing by a junction with the before-described Railway No. 1, in the parish of St. Margaret Westminster, at or near a point 40 yards or thereabouts north of the northern side of Victoria-street, and 21 yards or thereabouts east of the eastern side of the building situate on north side of Victoria-street, and occupied by the Oriental Bath Company of London, and terminating by a junction with the Victoria Station and Pimlico Railway, at or near a point 43 yards or thereabouts south-westward of the south-west side of the bridge carrying Belgrave-road over the said railway. And which said intended railway will pass from, in, through, or into the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), St. Margaret Westminster, St. George, Hanover-square, and the borough of Westminster, all in the county of Middlesex.

Railway No. 6. A railway commencing by a junction with the South-Eastern Railway, in the parish of St. Mary Magdalene Bermondsey, in the county of Surrey, at or near a point 262 yards or thereabouts, measured along the south-east of the railway pier or centre of the double-arched skew bridge, carrying the said

railway over Blue Anchor-lane, and terminating by a junction with the City Branch of the North London Railway, in the parish of St. Leonard Shoreditch, and county of Middlesex, at a point where that branch crosses New Norfolk-street, and which said railway will pass from, in, through, or into the parishes, townships, extra-parochial, and other places following, or some of them (that is to say): St. Mary Magdalene Bermondsey, St. John Horsleydown, St. Olave, in the county of Surrey, Precinct of Old Tower Without and Tower of London, All Hallows Barking, St. Olave, St. Botolph without Aldgate, Holy Trinity Minories, St. Mary Whitechapel, Christ Church Spitalfields, St. Botolph Without Bishopsgate, Old Artillery Ground Liberty, Norton Folgate Liberty, St. Leonard's Shoreditch, and the boroughs of Tower Hamlets, and City of London, all in the county of Middlesex, and Southwark, in the county of Surrey.

Railway No. 7. A railway commencing by a junction with the before-described Railway No. 6, in the parish of St. Mary Magdalene Bermondsey, and county of Surrey, at or near a point where that railway crosses the Neckinger-road, 103 yards or thereabouts, measured along the said road, westward from the centre of the bridge carrying the South-Eastern Railway over the said Neckinger-road, and terminating by a junction with the authorized London, Brighton, and South Coast Railway Extension to London Bridge, in the parish of St. Mary Magdalene, Bermondsey, in the county of Surrey, at or near a point 262 yards or thereabouts, measured along that railway south-east of the point where that authorized railway crosses Blue anchor-lane, which railway will be wholly in the said parish of St. Mary Magdalene Bermondsey, and borough of Southwark, and county of Surrey.

Railway No. 8. A railway commencing by a junction with the before-described Railway No. 6, in the parish of St. Olave, in the county of Middlesex, at or near a point where that railway crosses over Cooper's Row, sixteen yards or thereabouts southward of the southernmost side of the viaduct carrying the London and Blackwall Railway over Cooper's Row, and terminating by a junction with the before-described Railway No. 1, in the parish of St. George-in-the-East, in the county of Middlesex, at or near a point 9 yards, or thereabouts, north of the centre of the London and Blackwall Railway, and 66 yards or thereabouts west of the bridge carrying that railway over Christian-street, and which said intended railway will pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say):—St. Olave; St. Botolph without Aldgate; Holy Trinity, Minories; St. Mary, Whitechapel; St. George-in-the-East, and the boroughs of the Tower Hamlets, and City of London, all in the county of Middlesex.

Railway No. 9. A railway commencing by a junction with the before-described Railway No. 8, in the parish of St. Mary Whitechapel, in the county of Middlesex, at the point where that railway crosses Great Prescott-street, and 76 yards or thereabouts from the western end of that street, or 203 yards or thereabouts from the eastern end of Great Prescott-street where it joins Leman-street; and terminating by a junction with the before-described Railway No. 1, in the parish of St. George-in-the-East, in the county of Middlesex, at or near a

point 9 yards or thereabouts north of the centre of the London and Blackwall Railway, and 66 yards or thereabouts west of the bridge carrying that railway over Christian-street, and which said intended railway will pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say):—St. Mary Whitechapel, St. George-in-the-East, and the boroughs of the Tower Hamlets, and the City of London, all in the county of Middlesex.

Railway No. 10. A railway commencing by a junction with the before-described Railway No. 6, in the parish of St. Botolph without Aldgate, in the county of Middlesex, at or near a point in Three Kings-court, 14 yards or thereabouts from the entrance from the Minories into the said Court, and terminating by a junction with the Haydon-square branch of the London and North-Western Railway, in the parish of St. Mary Whitechapel, at or near a point 60 yards or thereabouts south-eastward from the point where that branch railway crosses Swan-street, and which said intended railway will pass from, in, through, or into the parishes, townships, extra-parochial and other places following (that is to say):—St. Botolph without Aldgate, Holy Trinity Minories, St. Mary Whitechapel, the boroughs of the Tower Hamlets, and the City of London, all in the county of Middlesex.

Railway No. 11. A railway commencing by a junction with the before-described Railway No. 6, in the parish of St. Botolph without Aldgate, in the county of Middlesex, at or near a point in Three Kings-court, 14 yards or thereabouts from the entrance from the Minories into the said court, and terminating by a junction with the before-described Railway No. 2, in the parish of St. Botolph without Bishopsgate, in the county of Middlesex, at or near a point in Sweet Apple-court, 94 yards or thereabouts from the entrance from Bishopsgate-street Without into that Court, and which said intended railway will pass, from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say):—St. Botolph without Aldgate, Christchurch Spitalfields, Old Artillery Ground Liberty, St. Botolph without Bishopsgate, and the boroughs of the Tower Hamlets, and the City of London, all in the county of Middlesex.

Railway No. 12. A railway commencing by a junction with the before-described Railway No. 6, in the parish of St. Botolph without Aldgate, in the county of Middlesex, at or near a point in Three Kings-court, 14 yards or thereabouts from the entrance from the Minories into that said Court, and terminating by a junction with the before-described railway No. 2 in the parish of St. Botolph without Bishopsgate, in the county of Middlesex, at or near a point in Sweet Apple Court, 94 yards or thereabouts from the entrance from Bishopsgate-street Without into that Court, and which said intended railway will pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say):—St. Botolph without Aldgate, Christchurch Spitalfields, Old Artillery Ground Liberty, St. Botolph without Bishopsgate, and the boroughs of the Tower Hamlets, and the City of London, all in the county of Middlesex.

Railway No. 13. A railway commencing by a junction with the before described Railway

No. 2, in the parish of St. Botolph-without Aldgate, in the county of Middlesex, at or near a point in Three Kings-court, 14 yards, or thereabouts, from the entrance from the Minories into that court, and terminating by a junction with the before described Railway No. 6, in the parish of St. Botolph without, Bishopsgate, and county of Middlesex, at or near a point 18 yards, or thereabouts, north-westward from the western end of Newnham's-place, or 55 yards, or thereabouts, westward from the point where Acorn-street joins Bishopsgate-street without, and which said intended railway will pass from, in, through, or into the parishes, townships, extra-parochial and other places following (that is to say): St. Botolph without Aldgate; St. Mary, Whitechapel; Christ Church, Spitalfields; Old Artillery Ground Liberty; and St. Botolph without Bishopsgate; and the boroughs of the Tower Hamlets, and the City of London, all in the county of Middlesex.

Railway No. 14. A railway commencing by a junction with the before-described Railway No. 2, in the parish of St. Botolph without Aldgate, in the county of Middlesex, at or near a point in Three Kings-court, 14 yards, or thereabouts, from the entrance from the Minories into that court, and terminating by a junction with the before-described Railway No. 6, in the parish of St. Botolph without Bishopsgate, and county of Middlesex, at or near a point 18 yards, or thereabouts, north-westward from the western end of Newnham's-place, or 55 yards, or thereabouts, westward from the point where Acorn-street joins Bishopsgate-street without, and which said intended railway will pass from, in, through or into the parishes, townships, extra-parochial, and other places following, (that is to say): St. Botolph without Aldgate; St. Mary, Whitechapel; Christ Church, Spitalfields; Old Artillery Ground Liberty; and St. Botolph without Bishopsgate; and the boroughs of the Tower Hamlets, and the City of London, all in the county of Middlesex.

Railway No. 15. A railway commencing by a junction with the before described Railway No. 6 in the parish of St. Botolph without Bishopsgate, in the county of Middlesex, at or near a point 18 yards, or thereabouts, north-westward from the western end of Newnham's-place, or 55 yards, or thereabouts, westward from the point where Acorn-street joins Bishopsgate-street without, and terminating on the parish boundary between Norton Folgate Liberty and St. Leonard Shoreditch, at or near a point in Worship-street, 33 yards, or thereabouts, from the junction of that street with Norton Folgate, and which said intended railway will pass from, in, through, or into the parishes, townships, extra-parochial, and other places following, or some of them (that is to say): St. Botolph without Bishopsgate, Norton Folgate Liberty, St. Leonard Shoreditch, the boroughs of the Tower Hamlets, and the City of London, all in the county of Middlesex.

Railway No. 16. A railway commencing by a junction with the before-described Railway No. 6, on the parish boundary between the parishes of Norton Folgate Liberty and St. Leonard Shoreditch, at or near a point where the before-described Railway No. 6 crosses Worship-street, 28 yards, or thereabouts, westward from the junction of the said Worship-street with Norton Folgate, and terminating by a junction with the authorized City Branch

of the North London Railway, in the parish of St. Leonard Shoreditch, in the county of Middlesex, at or near a point where that branch railway crosses New Norfolk-street, and which said railway will pass, from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say): Norton Folgate Liberty, and St. Leonard Shoreditch, and the borough of the Tower Hamlets, all in the county of Middlesex.

Railway No. 17. A railway commencing by a junction with the before-described Railway No. 1, in the parish of St. Margaret Westminster, at or near a point about 40 yards or thereabouts north of the northern side of Victoria-street, and 21 yards or thereabouts east of the eastern side of the building situate on north side of Victoria-street, and occupied by the Oriental Bath Company of London, and terminating by a junction with the London, Brighton, and South Coast Railway, Victoria Station, at or near a point 43 yards or thereabouts south-westward of the south-west side of the bridge carrying Belgrave-road over the said railway. And which said intended railway will pass from, in, through, or into the parishes, townships, extra-parochial, and other places following, or some of them (that is to say): St. Margaret Westminster, St. George Hanover-square, and the borough of Westminster, all in the county of Middlesex.

A new road or street, commencing by a junction with Aldgate High-street, in the parish of St. Botolph without Aldgate, in the county of Middlesex, at or near a point 47 yards north-eastward of the junction of Houndsditch with Aldgate High-street, and terminating in the parish of St. Botolph Without Bishopsgate, and county of Middlesex, at or near a point where Artillery-lane joins Bishopsgate-street-without. And which said intended road or street will pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say)—St. Botolph without Aldgate, St. Mary Whitechapel, Christ Church Spitalfields, Old Artillery Ground Liberty, St. Botolph without Bishopsgate, and the boroughs of the Tower Hamlets and the city of London, all in the county of Middlesex.

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

To make lateral deviations from the lines of the proposed railways and works, to the extent of or within the limits defined upon the plans hereinafter mentioned, and to cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, highways, streets, bridges, works, mines, streams, rivers, sewers, mainpipes, drains, canals, navigations, railways, and tramways within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said intended railways and works.

To purchase and take lands and houses by compulsion or agreement, and to vary or extinguish all rights and privileges in any manner connected with the lands or houses proposed to be taken for the purposes of the said railways and works.

To levy tolls, rates, and duties upon or in respect of the said railways and works, to confer exemptions from payment of tolls, rates, and duties, to alter, vary, or extinguish the existing tolls, rates, and duties of any of the Companies hereinafter mentioned; to confer exemptions from the payment of tolls, rates,

and duties, and to confer, vary, and extinguish other rights and privileges.

To authorize the Great Western Railway Company, the Great Eastern Railway Company, the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the London and South-Western Railway Company, the London and North-Western Railway Company, the London, Chatham, and Dover Railway Company, the Metropolitan Railway Company, the London and Blackwall Railway Company, the North London Railway Company, the Great Northern Railway Company, and the Midland 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 any 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.

To take power for effectually securing the due interchange, accommodation, and direct and speedy transmission of traffic passing to, from, over, and along the said intended railways of the Company, or to, from, over, or along the railways of the herebefore mentioned railway Companies, or any or either of them, and for ensuring all requisite or desirable facilities for those purposes, 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 by the Board of Trade.

To enable the Company on the one hand, and the before-mentioned 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 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 traffic on the railways, the payments to be made, and the conditions to be performed with respect to such working, use, management and maintenance, the interchange, accommodation, and convenience 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.

To amend and enlarge the powers and provisions of the following Acts relating to the West London Railway, viz., 6 and 7 Will. 4, cap. 79; 3 and 4 Vic., cap. 105; 8 and 9 Vic., cap. 156; 9 and 10 Vic., cap. 369; 10 and 11 Vic., cap. 91; 17 and 18 Vic., cap. 204; 24 and 25 Vic., cap. 234; 26 and 27 Vic., cap. 208.

The following Acts relating to the London and Blackwall Railway, namely:—6 and 7 Will. 4, cap. 123; 7 Will. 4 and 1 Vic., cap. 133; 2 and 3 Vic., cap. 95; 4 and 5 Vic., cap. 12; 5 and 6 Vic., cap. 34; 8 and 9 Vic., cap. 203; 9 and 10 Vic., cap. 273; 12 and 13 Vic., cap. 73; 11 and 12 Vic., caps. 111 and 90; 14 and 15 Vic., cap. 30; 13 and 14 Vic., cap. 30; 14 and 15 Vic., cap. 28; 18 and 19 Vic.,

cap. 90; 25 and 26 Vic., cap. 7; 26 and 27 Vic., cap. 69.

The following Acts relating to the Victoria Station and Pimlico Railway:—21 and 22 Vic., cap. 118; 24 and 25 Vic., cap. 81; 26 and 27 Vic., caps. 204 and 227.

The following Acts relating to the Great Western Railway Company, viz., 5 and 6 Wm. 4, cap. 107; 6 Wm. 4, caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., sess. 2, cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 335, 357, 358, 369, and 402; 10 and 11 Vic., caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., caps. 6, 7, 55, and 85; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 48, 81, and 131; 15 and 16 Vic., caps. 125, 133, 140, 145, 146, 147, 165, and 168; 16 and 17 Vic., caps. 121, 153, 175, and 212; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 20 and 21 Vic., cap. 158; 21 and 22 Vic., cap. 92; 23 and 24 Vic., caps. 11, 69, and 196; 24 and 25 Vic., caps. 36, 164, and 204; 25 and 26 Vic., caps. 127 and 196; 26 and 27 Vic., caps. 113, 151, 168, 172, and 198.

The following Acts relating to the London, Brighton, and South Coast Railway, viz.: 5 and 6 Will. 4, cap. 10; 6 and 7 Will. 4, cap. 121; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., cap. 62; 7 and 8 Vic., caps. 67, 91, 92, 97; 8 and 9 Vic., cap. 196; 7 and 8 Vic., cap. 92, sec. 25; 9 and 10 Vic., cap. 234; 43 Geo. 3, cap. 35; 46 Geo. 3, cap. 93; 7 Will. 4, and 1 Vic., cap. 119; 2 and 3 Vic., cap. 52; 6 and 7 Vic., cap. 27; 8 and 9 Vic., cap. 200; 8 and 9 Vic., cap. 52; 9 and 10 Vic., cap. 63; 8 and 9 Vic., cap. 199; 10 and 11 Vic., cap. 244; 8 and 9 Vic., cap. 113; 9 and 10 Vic., cap. 54; 21 and 22 Vic., cap. 57; 9 and 10 Vic., caps. 68, 69, 281, 283, 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., cap. 100; 17 and 18 Vic., caps. 61 and 68; 21 and 22 Vic., caps. 57, 84, and 114; 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; and 24 and 25 Vic., caps. 120, 174, and 234; 25 and 26 Vic., caps. 210, 188, 78, and 68; 26 and 27 Vic., caps. 137, 142, 192, 218, and 227.

The following Acts relating to the South-Eastern Railway Company, viz.: 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., cap. 197; 6 Geo. 4, cap. 120; 7 and 8 Geo. 4, cap. 11; 9 Geo. 4, cap. 29; 5 and 6 Will. 4, cap. 82; 8 and 9 Vic., cap. 197; 16 and 17 Vic., cap. 156; 8 and 9 Vic., caps. 168 and 197; 9 and 10 Vic., cap. 339; 8 and 9 Vic., cap. 167; 20 and 21 Vic., cap. 155; 8 and 9 Vic., cap. 200, sec. 39; 9 and 10 Vic., caps. 55, 56, 64, and 305; 8 and 9 Vic., cap. 186; 10 and 11 Vic., caps. 276 [and 230; 16 and 17 Vic., cap. 116; 10 and 11 Vic., cap. 104; 13 and 14 Vic., cap. 31; 18 and 19 Vic., cap. 16; 9 and 10 Vic., cap. 171; 10 and 11 Vic., cap. 241; 12 and 13 Vic., cap. 28; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 121, 130, and 156; 24 and 25 Vic., caps. 191 and 12; 25 and 26 Vic., cap. 96; 26 and 27 Vic., caps. 115 and 175.

The following Acts relating to the North London Railway Company, viz., 9 and 10 Vic., cap. 396; 13 and 14 Vic., cap. 36; 16 and 17 Vic., cap. 97;

17 and 18 Vic., cap. 80; 24 and 25 Vic., caps. 196 and 132.

The following Acts relating to the Metropolitan Railway Company, viz., 16 and 17 Vic., cap. 186; 17 and 18 Vic., cap. 221; 18 and 19 Vic., cap. 102; 19 and 20 Vic., cap. 109; 20 and 21 Vic., cap. 125; 24 and 25 Vic., caps. 133 and 233; 25 and 26 Vic., caps. 57 and 58; 26 and 27 Vic., cap. 165.

The following Acts relating to the London and North-Western Railway Company, viz., 1 Wm. 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, 79, and 111; 24 and 25 Vic., caps. 44, 110, 111, 123, 128, 130, 208, 219, 134, 66, 223, 60 and 28; 25 and 26 Vic., caps. 55, 66, 86, 98, 104, 198, 208, and 209; 26 and 27 Vic., caps. 5, 77, 79, 108, 110, 152, 177, and 217.

The following Acts relating to the London and South-Western Railway Company, viz., 4 and 5 Wm. 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; 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 178; 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; 24 and 25 Vic., caps. 111 and 220; 25 and 26 Vic., caps. 42 and 152; 26 and 27 Vic., caps. 90, 109, and 118.

The following Acts relating to the London, Chatham, and Dover Railway Company, viz., 16 and 17 Vic., cap. 132; 18 and 19 Vic., cap. 187; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., cap. 54; 23 and 24 Vic., caps. 174, 177, and 187; 24 and 25 Vic., caps. 81, 239, and 240; 25 and 26 Vic., caps. 144, 163, 192, and 224; 26 and 27 Vic., cap. 204.

The following Acts relating to the Great Eastern Railway Company:—25 and 26 Vic., cap. 223; 26 and 27 Vic., caps. 83, 178, 190, 225, 186, and 191.

The following Acts relating to the Great Northern Railway Company, viz.:—9 and 10 Vic., caps. 71, 88, 93, and 352; 10 and 11 Vic., caps. 143, 146; 272, 286, 287, 125, 48, 113, 112, 155, 193, and 148; 11 and 12 Vic., caps. 62 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., caps. 138 and 84; 21 and 22 Vic., caps. 113 and 96; 22 Vic., cap. 35; 24 and 25 Vic., caps. 70 and 133; 25 and 26 Vic., caps. 1, 46, and 86; 26 and 27 Vic., caps. 147, 191, and 203.

The following Acts relating to the Midland Railway Company, viz.:—6 and 7 Will. 4, cap. 107; 7 Will. 4 and 1 Vic., cap. 23; 2 and 3 Vic., cap. 53; 4 and 5 Vic., cap. 13; 6 and 7 Will. 4, cap. 78; 1 and 2 Vic., cap. 57; 3 and 4 Vic., cap. 130; 5 and 6 Vic., cap. 2; 9 Geo. 4, cap. 93; 4 and 5 Will. 4, cap. 2; 2 and 3 Vic., cap. 56; 5 and 6 Vic., cap. 46; 6 and 7 Vic., cap. 54; 6 and 7 Will. 4, cap. 14; 7 Will. 4 and 1 Vic., cap. 26; 6 and 7 Vic., cap. 53; 8 and 9 Vic., cap. 183; 9 and 10 Vic., cap. 326; 6 and 7 Will. 4, cap. 35; 7 Will. 4 and 1 Vic., cap. 65; 1 and 2 Vic., cap. 82; 3 and 4 Vic., cap. 51; 5 and 6 Vic., cap. 16. 7 and 8 Vic., cap. 18; 57 Geo. 3, cap. 37; 10 and 11 Vic., cap. 191; 11 Geo. 4, and 1 Will. 4, cap. 58; 3 and 4 Will. 4, cap. 69; 9 and 10 Vic., caps. 243 and 311; 10 and 11 Vic., cap. 122; 6 and 7 Will. 4, cap. 109; 3 and 4 Vic., cap. 3; 8 and 9 Vic., cap. 90; 7 and 8 Vic., cap. 59; 8 and 9 Vic., caps. 38 and 181; 9 and 10 Vic., caps. 272 and 301; 14 and 15 Vic., cap. 88; 8 and 9 Vic., cap. 189; 9 and 10 Vic., caps. 156, 102, and 253; 10 and 11 Vic., cap. 270; 8 and 9 Vic., cap. 49; 10 and 11 Vic., cap. 214; 8 and 9 Vic., cap. 56; 9 and 10 Vic., cap. 51; 10 and 11 Vic., cap. 215; 9 and 10 Vic., caps. 157, 163, 255, 203, 254, 340; 10 and 11 Vic., caps. 150, and 135; 11 and 12 Vic., cap. 21; 16 and 17 Vic., cap. 108; 11 and 12 Vic., cap. 131; 14 and 15 Vic., cap. 113; 11 and 12 Vic., caps. 88 and 57; 16 and 17 Vic., caps. 33 and 108; 19 and 20 Vic., cap. 54; 24 and 25 Vic., caps. 106, 57, and 139; 25 and 26 Vic., caps. 81 and 91; 26 and 27 Vic., caps. 183, 114, 132, 182, 203, and 74, and any other Act or Acts relating to those Companies, or any of them, and also "The Thames Embankment Act, 1862," and "The Metropolis Improvement Act, 1863."

And notice is hereby further given, that duplicate plans and sections, describing the line, situation, and levels of the intended railways and works, and the lands and houses through which the same may be made, or which may be taken for the purposes of the Bill, 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 and houses which may be taken under the powers of the Bill, and a published map with the lines of the intended railways delineated thereon, together with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county; with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, in the said county; with the Clerk of the Peace for the City and Liberty of Westminster, at his office in Westminster; with the Clerk of the Peace for the City of London, at his office in the said city; and with the Clerk of the Peace for the Liberty of the Tower Hamlets, at his office: and on or before the same day a copy of so much of the said plans and sections as relates to works within the limits of the Metropolis will be deposited at the office of the Metropolitan Board of Works, at their office in Spring Gardens; and on or before the same day a copy of the said plans, sections, and book of reference, together with a copy of this notice, will be deposited, so far as relates to the parishes of St. Marylebone, St. George Hanover Square, St. Leonard Shoreditch, Paddington, Kensington St. Mary Abbott, Chelsea, St. Luke Middlesex, Bermondsey, St. George in the East, and St. Martin in the Fields, with the respective clerks of the vestry of each of those parishes at their respective offices; so far as relates to the parishes of St. Mary Whitechapel, Christchurch Spitalfields, St. Botolph without Aldgate, in the

county of Middlesex, Holy Trinity Minories, Precinct of St. Katherine; the Liberty of Norton Folgate, Old Artillery Ground, and the District of the Tower, with the clerk of the District Board of Works for the Whitechapel district at his office; so far as relates to the parish of St. Margaret Westminster, with the clerk of the District Board of Works for the Westminster district, at his office; so far as relates to the parishes of St. John the Baptist, Savoy, or Precinct of the Savoy, St. Mary-le-Strand, and St. Clement Danes, with the clerk of the District Board of Works for the Strand district, at his office; so far as relates to the parishes of St. Peter and St. Paul Hammersmith and Fulham, with the clerk of the District Board of Works for the Fulham district, at his office; so far as relates to the parishes of St. Olave, St. Thomas Southwark, and St. John Horsleydown, with the clerk of the District Board of Works for the parish of Rotherhithe united with St. Olave district, at his office; and so far as relates to the other parishes or places before mentioned, with the parish clerk of each such parish at his place of abode, or in the case of any extra-parochial place, with the parish clerk of the adjoining parish at his place of abode.

And notice is hereby further given, that 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 13th day of November, 1863.

Ashurst, Morris, and Knight, 6, Old Jewry;

W. H. Shaw, 3, Delahay-street, Westminster;

Solicitors.

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

Rhyl Promenade Pier.

Application for Provisional Order for Powers to erect a Pier at Rhyl, in the parish of Rhydlan, in the county of Flint; and to levy tolls, rates, charges, and duties in respect thereof.

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December next, by the Promoters of the Rhyl Promenade Pier Company (Limited); to make a Provisional Order, pursuant to the "General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for the following, or some of the following, among other powers, to incorporate the promoters of the said undertaking, their successors, and assignees, into a Corporate Company, with a common seal and perpetual succession with limited liability.

For the purpose of constructing, maintaining, repairing, and regulating a Pier, Jetty, and Landing Place, with all proper works, approaches, and other conveniences connected therewith; for the embarking and landing of passengers, cattle, goods and merchandise, and as a public promenade and place of resort, that is to say:—

A Promenade Pier, Jetty, and Landing Stage, commencing below the East Parade, opposite or near to the end of Church-street, with limits of deviation laterally to the baths on the east, and to High-street on the west, all in the town and township or parochia of Rhyl, in the parish of Rhydlan, in the county of Flint, and proceeding thence in a north-easterly direction towards and beyond low water-mark, a distance of 1056 yards or thereabouts, more or less, of a width of not less

than 15 feet, and a height above high water-mark of not less than 7 feet.

And all other necessary works incident and appurtenant to such Pier respectively.

To purchase, take on lease, or otherwise acquire the lands and hereditaments necessary for the construction of the said Pier and other necessary works, and the approaches thereto.

To empower the said Company to borrow on mortgage bonds or debentures of the Company or otherwise on security of the said tolls, rates, charges, and duties, a sum not exceeding one-third of the capital of the said Company.

To levy tolls, rates, charges, and duties, upon or in respect of the said Pier and Works, and to alter existing tolls, rates, charges, and duties, to confer, vary, or extinguish exemptions from payment of such tolls, rates, charges, and duties, and to confer, vary, or extinguish other rights and privileges.

To incorporate with the said Provisional Order, the whole or parts of "The Companies' Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts, 1845 and 1860;" "The Companies' Clauses Act, 1862;" and "The Railways Clauses Act, 1863."

To empower the said Company to sell, lease, or let the whole or any part of the said undertaking, or the said tolls, rates, charges, and duties, to be levied in respect thereof, and to purchase, take on lease, or hold, any other undertaking of a like nature, or any tolls, rates, charges, and duties, to be levied in respect thereof.

And notice is hereby further given, that on or before the 30th day of November, 1863, proper plans and sections of the proposed Pier and Works, and also a copy of this notice as advertised and published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Flint, at his office at Mold, at the office of the Admiralty and the Board of Trade, Whitehall, London, at the Custom-house of the Port of Chester, at the city of Chester, in the county of the same city, and at the Custom-house of the Creek or Sub-port of Mostyn, in the said county of Flint.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the said proposed Provisional Order, will be furnished to all persons applying for the same at the price of one shilling each, at the Offices of the said Company, at 1A, Market-street, Rhyl aforesaid.

Dated this 9th day of November, 1863.

P. Ellis Eyton, Town Hall, Flint;

Thomas Knowles, No. 5, Dale-street, Liverpool, Solicitors.

Thomas and Vincent T. Baines, No. 30, Parliament-street, Westminster, Parliamentary Agents.

Chichester and Midhurst Railway.

(Incorporation of Company; Construction of a Railway or Railways from Chichester to Midhurst; Working and Traffic Arrangements with the London, Brighton, and South Coast, the Mid-Sussex, the Mid-Sussex and the Midhurst Junction, the Petersfield, and the London and South-Western 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 (hereinafter called "the Company") for making and maintaining the

railways hereinafter described, or some or one of them, together with all necessary and convenient stations, approaches, communications, and other works and conveniences connected therewith (that is to say); —

Firstly.—A railway, No. 1, commencing by a junction with the “down” line of the London, Brighton, and South Coast Railway, in the parish of Rumboldswyke, in the county of Sussex, at a point about 543 yards eastward of the place where the turnpike road from Chichester to Dell Quay is crossed on the level by the last-mentioned railway, and terminating in the parish of Oving, in the said county of Sussex, at a point upon the north side of, and abutting on the turnpike road leading from Chichester to Oving, and which point is situate about 516 yards eastwards of the junction of the last-mentioned turnpike road with the turnpike road leading from Chichester to Arundel and Horsham.

Secondly.—A railway, No. 2, commencing at the last-mentioned intended terminus of the said intended railway (No. 1), and terminating in the parish of Midhurst, in the said county of Sussex, by a junction with the lines of the Mid-Sussex and Midhurst Junction Railway Company, as authorised by the Mid-Sussex and Midhurst Junction Railway Deviation Act, 1860, and the authorised line of the Petersfield Railway, at the point where the said two last-mentioned railways are intended to form a junction in a field or enclosure now or lately belonging to Pruett Dennett, Esquire, and adjoining on the south side thereof the road leading from Midhurst to Bepton.

Railway No. 1 is intended to pass from, through, in, or into the several parishes, townships, extra-parochial, or other places following, or some of them (that is to say):—Rumboldswyke, St. Pancras Chichester, and Oving, all in the said county of Sussex.

Railway No. 2 is intended to pass from, through, in, or into the several parishes, townships, extra-parochial, or other places following, or some or them, that is to say, Saint Pancras Chichester, Oving, West Hampnett, Saint Peter the Great, otherwise the Sub-deanery Chichester, Saint Paul Chichester, East Lavant, Mid Lavant, Binderton, West Dean, Singleton, Heyshot, Cocking, Bepton, Wool Lavington, and Midhurst, all in the said county of Sussex.

And it is also intended to confer upon the said intended Company all or some of the powers 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, and easements over lands, 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 enable the Company, on the one hand, and the Mid-Sussex, the Mid-Sussex and the Midhurst Junction, the Petersfield, and the London, Brighton, and South Coast, and the London and South-Western Railway Companies, or any or either of those Companies on the other hand, to enter into contracts, agreements, and arrangements with respect to the construction, working, and using of the intended railways and works, or any or either of them, and to authorise such five last-mentioned Companies, or any or either of them, to work and use the same, or some part or portion thereof, and to regulate and manage the traffic thereon, and to agree with the Company to be incorporated for the payment of certain tolls or sums of money for the use of the said intended railways and works, or some or one of them, or for the apportionment of the tolls and fares received on the said intended railways and works, or some or one of them, and to compel the said five Companies, or one or more 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 proposed railways, and to afford all necessary facilities for enabling the Company to book through from all stations and places on their railway, and to forward with due diligence such traffic as aforesaid to and over the respective systems of the five Companies respectively, and to provide for the fixing by arbitration or otherwise, the tolls and charges to be paid for such services, or the payment of the fixed sums in lieu thereof.

And it is also proposed by the said intended Act to alter, amend, enlarge, or to repeal so far as may be necessary for the purposes aforesaid, the powers and provisions of “The Mid-Sussex Railway Act, 1857,” “The Mid-Sussex and Midhurst Junction Railway Act, 1859,” “The Mid-Sussex and Midhurst Junction Railway Deviation Act, 1860,” 25 and 26 Vic. cap. 210, and “The Petersfield Railway Act, 1860,” “The Petersfield Railway Deviation Act, 1861,” and of the Acts following relating to the London, Brighton, and South Coast Railway Company, namely, 5 and 6 William 4, cap. 10; 6 and 7 William 4, cap. 121; 7 William 4, and 1 Vic. cap. 119; 1 and 2 Vic. cap. 120; 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, 118, 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. caps. 57, 84, 101, and 118; 22 Vic. cap. 3; 22 and 23 Vic. caps. 69, 81, 98, 112, 125, and 134; and 23 and 24 Vic. caps. 109, 158, 166, 171, 172, and 174; 24 and 25 Vic. caps. 120, 174, and 234; and 25 and 26 Vic. caps. 68, 78,

151, 207, and 210; and of the following Acts relating to the London and South-Western Railway Company, namely, 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, 186, 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 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. 64, 92, 103, 133, 153, and 185; 24 and 25 Vic. caps. 111, 220, and 234; and 25 and 26 Vic. caps. 42, 143, 152, and 165, and any other Act or Acts relating directly or indirectly to the said railways or either of them.

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

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

Dated this 12th day of November, 1863.

Kedgwin H. Gough,
44, Parliament-street, Westminster.

Gloucester and Ledbury Railway.

(Incorporation of Company.—Construction of Railways, Working, Running Powers, Traffic and other arrangements and facilities affecting the London and North Western, Midland, Shrewsbury and Hereford, Great Western, Gloucester and Dean Forest, Worcester Dean Forest and Monmouth Railway Companies.—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 and to empower them to make and maintain the railways following, or some or one of them, or some part thereof, with approaches, stations, works, and conveniences connected therewith (that is to say):

No. 1. A railway to commence in the parish of Barnwood, in the county of Gloucester, by a junction with the Midland Railway at or near the point where that railway crosses the brook called there the Elmbridge Brook, about two miles from the Gloucester Station of that railway, and passing from, in, through, or into the parishes, townships, and places of Barnwood, Saint Mary de Lode, Saint Catherine otherwise Saint Oswald, Wootton Saint Mary, Ville of Wootton, Barton Saint Mary, Longford St. Mary, Longford Saint Catherine, Kingsholme Saint Catherine, Down Hatherley, Sandhurst, Churchdown, and Maisemore, all in the county of Gloucester; Saint Mary de Lode, and Saint Catherine otherwise Saint Oswald, both in the city of Gloucester and county of the same city, or some of them, and terminating in the said parish of Maisemore in a pasture field called the Park, belonging to the Ecclesiastical Commissioners for England and Wales, and occupied by Mr. Thomas Morris, and being part of a farm called Persh Farm.

No. 2. A railway (wholly in the said parish of Barnwood) commencing by a junction with the Midland Railway at a point 750 yards, or thereabouts, measuring along that railway south-west of the intended commencement as hereinbefore described of Railway No. 1, and terminating by a junction with the intended Railway No. 1, in an arable field abutting partly on the site of the old tramway and turnpike road leading from Cheltenham to Gloucester, and partly on the site of the old tramway and public road leading from the Cheltenham and Gloucester-road to the Gloucester and Cirencester-road, which said field is called the twenty-two acres, or the Elmbridge Field, and belongs to Charles Hopkinson, Esquire, and is in the occupation of Mr. John Thomas Witcomb, and is part of a farm called The Buildings.

No. 3. A railway commencing in the town Ham, in the North Hamlet, in the county of Gloucester, by a junction with the Gloucester and Dean Forest Railway, as proposed to be adapted for narrow gauge traffic, as hereinafter mentioned, at a point 330 yards or thereabouts measured along that railway, east of the bridge carrying the Gloucester and Over turnpike-road across that railway, and passing from, in, through or into the parishes, townships or places of North Hamlet, Town Ham, Over Churcham, and Maisemore, all in the county of Gloucester, and terminating in the said parish of Maisemore by a junction with Railway No. 1, in a field called The Park, belonging to the Ecclesiastical Commissioners of England and Wales, in the occupation of Mr. Thomas Morris, and being part of a farm called Persh Farm.

No. 4. A railway commencing in the said parish of Maisemore, at or near the point of termination of Railway No. 1, as hereinbefore described, and passing from, in, through, or into the parishes, townships, or places of Maisemore, Lassington, Hartpur, Rudford, Highleadon, Tibberton, Newent, the liberty and town of Newent and tythings of Bouldon with Killcote, Compton, Cugley and Malswick, Pauntley, Oxenhall, Kempley, Dymock, and the Leadington, Woodend, and Ryland divisions thereof, and Preston in the county of Gloucester and Donnington, and Ledbury, and the Leadon and Haffield, Borough, Wallhills, and Wellington divisions thereof in the county of Hereford, or some of them, and terminating in the said parish of Ledbury by a junction with the Worcester and Hereford Railway of the Great Western Railway Company, at a point 250 yards, or thereabouts, measured along that railway west of the bridge carrying that railway over the public road leading from the Hereford and Ledbury turnpike-road past the Rhea Farm to the Bromyard and Ledbury turnpike-road.

No. 5. A railway, commencing in the said parish of Oxenhall, by a junction with the railway first authorized by "The Worcester, Dean Forest, and Monmouth Railway Act, 1863," in or near a field numbered 148 in the Tithe Commutation Map for the said parish of Oxenhall, and passing from, in, through, or into, the parishes, townships, or places of Pauntley and Oxenhall, in the county of Gloucester, or one of them, and terminating in the said parish of Oxenhall by a junction with the intended Railway No. 4, in a field numbered 220 on the said Tithe Commutation Map.

No. 6. A railway (wholly in the said parish of Ledbury), commencing by a junction with Railway No. 4, in a field or hop-yard called Lower Orchard, otherwise Lawrence's Hop-yard, belonging to John Martin, Esq., in the occupation of John Vaughan Mutlow, and forming part of a farm called Lower Wallhills Farm, and terminating by a junction with the Worcester and Hereford Railway of the Great Western Railway Company, at a point 470 yards, or thereabouts, east of the bridge hereinbefore mentioned in the description of the termination of Railway No. 4.

In the said Act it is intended to apply for power for the following purposes, or some of them, that is to say—

To empower the intended Company to stop up, alter, divert, or cross over, under or on the level roads, highways, streets, railways, tramways, canals, navigations, and other works within the above-named parishes, townships, hamlets, and extra-parochial places, or any of them, to purchase by compulsion or otherwise, lands, houses, and other property, to vary or extinguish any rights or privileges which will interfere with the objects of the intended Act, and to confer other rights and privileges.

To levy tolls, rates, and duties upon or in respect of the said intended railway and other works, or any of them, and the railways and stations of the other Companies named in this Notice, and to alter their existing tolls, rates, and duties, and to confer, vary, or extinguish, exemptions from the payment thereof.

To sanction and give effect to agreements between the intended Company on the one part, and the London and North Western, Midland, Great Western, Shrewsbury and Hereford, Gloucester and Dean Forest, and Worcester, Dean Forest, and Monmouth Railway Companies, hereinafter called the Six Companies, or any of them on the other part, for the management, maintenance, and repair, use, and working by the Contracting Companies, or any of them, of each other's railways and works, or any part thereof, the conveyance by them of the traffic upon or over the same, and the division and apportionment of such traffic, the supply of rolling or working stock, the forwarding, interchange, and transmission of traffic to, from, and over the railways of the Contracting Companies, the collection, delivery, and general conduct of traffic, the collection, taking, and levying of the tolls, rates, duties, and charges, the division of the receipts arising from the said traffic, the rents, payments, drawbacks, rebates, and allowances to be made and paid by any of the Contracting Companies to the others of them, and the appointment of Joint Committees.

To require the Six Companies to book and invoice through, receive, and convey the traffic passing to, from, over, and beyond the intended railways, over the railways belonging to or worked or leased by those Companies, or any of them, and to make provision for the speedy and convenient interchange, accommodation, and transmission of the traffic, and for the settlement of rates and of disputes by arbitration, or in such manner as may be prescribed by the intended Act.

To empower the intended Company and all other Companies and persons working or using the intended railways, or some of them, to work, pass over, and use with their engines, carriages, and servants, and for traffic of all kinds, upon rates, payments, terms, and conditions, to be prescribed by or under the Act, or (failing agreement) settled by arbitration, the following railways and portions of railways:—

First. The Great Western Railway, from the junction therewith of the intended Railway No. 4, as hereinbefore described, to the Ledbury station of the Great Western Railway, including that station.

Secondly. The portions of the Great Western Railway and the Shrewsbury and Hereford Railway between the said junction of the intended Railway No. 4, with the Great Western Railway and the Barrs Court Junction and the Barton Station, including that station.

Thirdly. The Gloucester and Dean Forest Railway from the junction therewith of the intended Railway No. 3, hereinbefore described, to the Gloucester station of the Gloucester and Dean Forest and Great Western Railway Companies (including that station and the additional rails hereinafter mentioned), and thence to the junction of that railway with the Midland Railway.

Fourthly. The Midland Railway from the junction therewith of the Railway No. 1, hereinbefore described, to the Gloucester station of the Midland Railway, including that station; together with all other stations, sidings, buildings, offices, approaches, watering places, works, and conveniences, water supplies, telegraphs, signals, machinery, in and upon those railways or portions of railways and stations respectively, and to require the Companies and persons owning and working those railways and portions of railways and stations respectively, to afford and render all facilities and services for the purposes aforesaid, to lay down upon and over the Gloucester and Dean Forest Railway, from the junction therewith of the intended Railway No. 3, to the Gloucester station of the Gloucester and Dean Forest and Great Western Railway Companies, and in and through that station, and thence to the junction of that railway with the Midland Railway, and the sidings on and in that portion of railway and station, additional rails and works, for the purpose of adapting the same to the passage of engines and carriages on the narrow gauge, as well as those on the broad gauge.

To amend the following Acts, Local and Personal, or some of them, viz.:—5 and 6 Wm. IV, cap. 107; 6 Wm. IV., caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic. (session 2), cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., 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 Vic., caps. 60, 72, 76, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., cap. 55; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 43, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, 215, 222, and 227; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Vic., caps. 111, 126, and 137; 20 and

21 Vic., caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Vic., caps. 90, 123, 126, 130, 142, and 146; 22 Vic., cap. 13; 22 and 23 Vict., caps. 1, 17, 22, 40, 46, 59, 64, 76, 84, 105, 120, 134, and 138; 23 Vic., cap. 76; 23 and 24 Vict., caps. 69, 72, 76, 81, 82, 94, 127, and 128; 24 Vic., caps. 32 and 36; 24 and 25 Vic., 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 Vic., 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 Geo. IV., cap. 63; 6 Geo. IV., cap. 168; 3 Wm. IV., cap. 70; 7 Geo. IV., cap. 53; 33 Geo. III., cap. 112; 35 Geo. III., cap. 72; 39 Geo. III., cap. 60; 49 Geo. III., cap. 42; 51 Geo. III., cap. 123; 52 Geo. III., cap. 107; 55 Geo. III., cap. 30; 57 Geo. III., cap. 15; and 1 and 2 Geo. IV., cap. 61; 7 Geo. IV., cap. 100, relating to the Great Western, West Midland, Worcester and Hereford, Newport, Abergavenny, and Hereford, and Gloucester and Dean Forest Railway Companies; 26 and 27 Vic., cap. 185, relating to the Worcester, Dean Forest, and Monmouth Railway Company; 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156 and 198; 9 and 10 Vic., 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 Vic., 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 Vic., caps. 62, 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 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 Vict., caps. 5, 77, 79, 108, 177, 208, and 217, relating to the London and North Western Railway Company; 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 336, 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 Vic., 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, 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 Vict., caps. 74, 82, 113, 132, 182, 183, 203 and 222, relating to the Midland Railway Company; 14 and 15 Vic., cap. 40; 15 and 16 Vic., cap. 168; 17 and 18 Vict., cap. 149; and 25 and 26 Vic., cap. 196, relating to the Hereford, Ross, and Gloucester Railway Company; and 9 and 10 Vic., cap. 325; 10 and 11 Vic., cap. 266; 13 and 14 Vic., cap. 26; 15 and 16 Vic., cap. 168; 17 and 18 Vic., caps. 149 and 174; 19 and 20 Vic., cap. 47; and 25 and 26 Vic., cap. 198, relating to the Shrewsbury and Hereford Railway Company.

On or before the thirtieth day of November instant, maps, plans, and sections of the intended railways and works, with a book of reference to such plans, and a copy of this notice, will be deposited for public inspection with the Clerk of the Peace for the county of Gloucester, at his office, at the Shire-hall in Gloucester; with the Clerk of the

Peace for the county of the city of Gloucester, at his office at College-green, in Gloucester; and with the Clerk of the Peace for the county of Hereford, at his office at Hereford; 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 or extra-parochial place in or through which the said railways and works are intended to be made or pass, with a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and with the parish clerk of some parish immediately adjoining each such extra-parochial place, at his residence. 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 7th day of November, 1863.

Hodding, Townsend and Co., 3, Princes-street, Westminster.

C. M. R. Chamberlain, Ledbury,

P. and C. Cooke, Newent and Gloucester, Solicitors for the Bill.

Carnarvon and Llanberis Railway.

(Incorporation of Company. Construction of Railway from Carnarvonshire Railway to Llanberis; Power to use portion of the Carnarvonshire Line. Working Arrangements with Carnarvonshire and London and North-Western Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament, in the next session, for an Act to incorporate a Company (hereinafter called "The Company") for making and maintaining the railways hereafter described, with all proper stations, approaches, works, and conveniences, that is to say:—

1. A railway commencing in the parish of Llanbeblig, in the county of Carnarvon, by a junction with the authorised Carnarvonshire railway, at or near the fence dividing the meadows called Cae Ffyonon and Bryn Llwyd, and numbered respectively 1349 and 1350 on the Parish Tithe Commutation Map, and numbered respectively 12 and 13 on the plans of the said Carnarvonshire railway, deposited with the Clerk of the Peace, in the month of November, 1861, being nearly 6 furlongs from the Carnarvon station of the Bangor and Carnarvon Railway, and about 400 yards on the north side of the Coed Helen Mansion, thence passing from, through, or into the parishes and places of Llanbeblig, Llanrug, Llanddeiniolen, and Llanberis, and terminating in the said last-mentioned parish of Llanberis, in or near a meadow, the property of the trustees of the Vaynol Estate, occupied by Richard Maddock Williams, which meadow is situated between the turnpike-road leading from Carnarvon to Capel Curig, and the south end of a certain lake called Llyn Padarn, all in the county of Carnarvon.

2. A railway (all in the said parish of Llanbeblig), commencing by a junction with the said intended Railway No. 1, at or near the Carnarvon Gas-works, thence joining the Nantlle Railway, at or near the shipbuilding-yard, in the occupation of Thomas Williams, thence passing along the Nantlle Railway to the Eagle Tower of Carnarvon Castle, and terminating by a junction at or near that tower, with the authorised line of the said Carnarvonshire Railway.

The intended Act will empower the Company to exercise all or some of the following powers, that is to say:—

To purchase and otherwise acquire lands and houses, by compulsion or agreement, for the purposes of the intended Act; to vary and extinguish all existing rights and privileges connected with such lands and houses, and to confer other rights and privileges.

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

To levy tolls, rates, and duties for or in respect of the said railways and works, and to grant exemptions from the payment of tolls, rates, and duties.

It is intended by the said Act to empower the Company and the London and North-Western Railway Company and the Carnarvonshire Railway Company, or either of them, to make and carry into effect agreements with respect to the maintenance and management, use and working, of the railways of the Company, and the conveyance of traffic thereon, the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of traffic on their respective railways; and the supply and maintenance of engines, stock, and plant.

It is also intended by the said Act to enable the Company, and all companies and persons lawfully using the railways of the Company, or either of them, to run over, work, and use with their engines and carriages, and with their clerks, officers, and servants, for the purposes of traffic of every description, and to levy tolls upon all or some portion of the Carnarvonshire Railway, and to use the stations, approaches, sidings, booking-offices, watering-places, water works, and conveniences connected therewith, upon such payments, terms, and conditions as, in default of agreement, shall be determined by the Board of Trade, or by arbitration; and to require the Carnarvonshire Railway Company, and all persons and corporations working or using such railway, to afford and render all requisite services and facilities, under the powers of the intended Act, to the traffic intended for or going from the railways of the Company. And provision will be made in the intended Act for through booking and mileage rates, and for varying the tolls, rates, and charges levied, and authorised to be levied, on the Carnarvonshire Railway, and for conferring exemptions from such tolls, rates, and charges; or it will provide for the determination of those several matters in manner aforesaid.

The intended Act will amend the power of the local and personal Acts of Parliament, 9 and 10 Vic., cap. 204, and of all other Acts relating to the London and North-Western Railway Company, and 25 and 26 Vic., cap. 202, and of all other Acts relating to the Carnarvonshire Railway Company. Maps, plans, and sections of the intended railways and works, with a book of reference to such plans, and also a copy of this notice, as published in the "London Gazette," will be deposited, on or before the 30th November, in the present year, with the Clerk of the Peace for the county of Carnarvon, at his office in Carnarvon; and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railways and works are proposed to be made, with a copy of this notice, will be deposited, on or before the 30th day of November, in the present year, with the parish clerk of each such parish, at his residence; and, as regards any

extra-parochial place, with the parish clerk of some immediately-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 next.

Dated this 14th day of November, 1863.

Gregory and Champion, 17 and 18,
Clement's Inn, London, Solicitors.

Swansea Vale and Neath and Brecon Junction Railways.

(Incorporation of Company; Construction of Railways; Agreements with Swansea Vale and Neath and Brecon Railway Companies.)

NOTICE is hereby given, that application will be made to Parliament in the next session for an Act to incorporate a Company (hereinafter called "The Company") for making and maintaining a railway, with stations, approaches, works, and conveniences, commencing in the parish of Cilybebill, in the county of Glamorgan, by a junction with the Swansea Vale Railway at the north end of the platform of the Ynys-y-geinon station of that railway, and terminating in the hamlet of Colbren, in the parish of Ystradgynlais, in the county of Brecon, by a junction with the authorised line of the Neath and Brecon Railway, at a point in the field No. 42 on the plan of the last-mentioned railway, deposited (under the title "Dulas Valley Mineral Railway Extension") with the Clerk of the Peace of the county of Brecon, in the month of November, 1862, which intended railway will be situated within the parish of Cilybebill, in the county of Glamorgan, and the hamlets of Penrose, Hellen and Llech, Colbren, and parish of Ystradgynlais, in the county of Brecon.

The intended Act will empower the Company to exercise all or some of the following powers, that is to say:—

To purchase, by compulsion, and also by agreement, lands, houses, and hereditaments for the purposes of the said proposed railway and works connected therewith; to levy tolls, rates, and charges upon or in respect of the proposed railway and works; to confer exemptions from the payment of tolls, rates, and charges; to vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

To cross, divert, alter, or stop up, for the purposes of the intended Act, and either temporarily or permanently, roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, tramroads, and watercourses within or adjoining the parishes and places aforesaid, or any of them.

And it is intended by the said Act to empower the Company, on the one hand, and the Swansea Vale Railway Company, and the Neath and Brecon Railway Company, or either of them, on the other hand, to make and carry into effect agreements with respect to the maintenance and management, use, and working of the railway of the Company, and the conveyance of traffic thereon, the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of such traffic, and the supply and maintenance of engines, stock, and plant.

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

Parliament following, or some of them, viz.: 18 and 19 Vict., cap. 60; 19 and 20 Vict., cap. 95; 22 Vict., cap. 2; and 24 and 25 Vict., cap. 162, relating to the Swansea Vale Railway; and 25 and 26 Vict., cap. 193; and 26 and 27 Vict., cap. 130, relating to the Neath and Brecon Railway.

And it is also proposed to incorporate in the said Act 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."

Maps, plans, and sections of the intended railway and works, with a book of reference to such plans and a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th November in the present year, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff, and with the Clerk of the Peace for the county of Brecon, at his office in the town of Brecon; and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railway and works will be made, together with a copy of the said Gazette notice, will be deposited on or before the 30th day of November in the present year with the parish Clerk of each such parish at his residence, and, as regards any extra-parochial place, with the parish clerk of some immediately 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 next.

Dated this 13th day of November, 1863.

Edward Strick, Swansea, Solicitor;
Muggeridge and Bell, 26, Duke-street,
Westminster, Parliamentary Agents.

Clifton Railway.

(Construction of Railway from Bristol and South Wales Union Railway, near Stapleton-road Station to Clifton—Powers to Great Western, Bristol and Exeter, and Bristol and South Wales Union Railway Companies, jointly and severally—Arrangements as to Construction and Working of 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, namely:—

To make and maintain a railway, with all proper and convenient stations, sidings, junctions, works, and conveniences connected therewith, commencing by a junction with the Bristol and South Wales Union Railway, in the parish of St. Philip and Jacob, in the city and county of Bristol, at a point about 200 yards north of the spot where the Bristol and South Wales Union Railway crosses the turnpike road leading from Bristol to Stapleton, passing, from, in, through, or into the several parishes, townships, and extra-parochial places of St. Philip and Jacob, St. James, St. Paul, the united parishes of St. James and St. Paul, and Clifton, or some or one of them, in the city and county of Bristol, and that part of the parish of Westbury-upon-Trym which lies within the city and county of Bristol, and terminating in the said parish of Clifton in a field abutting on the westward side of such field on a road called Pembroke-road, leading from the Queen's-road to Durdham Down, and which said field belongs to the Society

of Merchant Venturers of Bristol, and their lessee, John Evans Lunell, Esq.

To authorise the purchase by compulsion of the lands and houses required for the construction of the intended railway, and the works connected therewith, and the levying of rates, tolls, and duties in respect thereof, and the stopping up, diversion, and alteration of public carriage-roads, streets, highways, footways, railways, sewers, and drains, for the purposes of such intended railway and the works thereof.

To confer the powers of carrying into effect the objects of the Bill and the construction of the railway and works thereby authorised upon the Great Western Railway Company, the Bristol and Exeter Railway Company, and the Bristol and South Wales Union Railway Company, or upon any of those companies, and to make provision for the vesting of the lands purchased in such companies or any of them, and the construction of the works by such companies or any of them, and for the appointment of a joint committee for the purposes of such intended undertaking, and the control and management thereof, or to incorporate such several companies, or any of them, either with or without any other subscribers into a separate company, and to authorise such company to execute all or any of the objects of the Bill.

To authorise the Great Western Railway Company, the Bristol and Exeter Railway Company, and the Bristol and South Wales Union Railway Company, or any of those companies, to contribute towards the cost of constructing the intended railway and works out of their corporate funds, and any moneys which they have power to raise for the purposes of their respective railways and works, and also to raise for such contributions respectively additional capital by shares or stock, and by loan or borrowing, and with or without any priority of dividend or interest and other advantage over their respective existing ordinary capitals, and to enable the said companies, or any of them, to hold shares in the capital to be raised for the purposes of the intended undertaking, and to guarantee the payment of interest or dividend upon the said share and loan capital or any part thereof, and to appoint directors or members of the committee to whom the management of such undertaking is entrusted by the said Bill.

To authorise the construction of the intended railway upon the broad gauge, the mixed gauge, or the laying of lines both on the broad gauge and narrow gauge.

To regulate the use of the intended railway and works by the said subscribing or contributing companies, and the management and maintenance thereof, and the tolls and charges to be levied for the use thereof, and the payments to be made by or to the respective companies; and to authorise the said companies, or any of them, to work over and use the intended railway with their engines, carriages, and servants, and for the purposes of traffic, upon such terms and conditions, and subject to such regulations as may be prescribed in the Bill.

To grant to the Great Western Railway Company, the Bristol and Exeter Railway Company, and the Bristol and South Wales Union Railway Company, as between themselves, and to any separate company, to be incorporated under the Bill, all such powers of working arrangements with reference to the intended railway and works as are provided, for in part three of "The Railways Clauses Act, 1863."

To authorise arrangements between such companies, or any of them, and the Bristol and South Wales Union Railway Company, with reference to the widening of the Bristol and South Wales Union Railway between the junction of that rail-

way with the Great Western Railway and the junction of the intended railway to be authorised by the Bill; and also arrangements for the working over or use of that portion of railway by any of the companies, the laying of additional rails on the broad, narrow, or mixed gauge, and to enable the Bristol and South Wales Union Railway Company to carry into effect any such arrangements.

To authorise the Bristol and Exeter Railway Company to pass and run over with their engines and carriages, and for the purposes of their traffic of all kinds the part of the Bristol and South Wales Union Railway between the junction of that railway with the Great Western Railway and the junction of the intended railway to be authorised by the Bill, and also over so much of the Great Western Railway as lies between the Bristol and Exeter Railway and the said junction of the Bristol and South Wales Union Railway with the Great Western Railway, and to use the sidings, stations, junctions, works, and conveniences, or such portions of railways upon such terms and conditions, and upon payment of such tolls and charges as may be prescribed in the Bill, or determined by arbitration.

To provide for the settlement by arbitration or the Board of Trade of disputes between the said companies.

To require the respective companies to give all proper facilities for the transmission of traffic to and from the intended railway by through booking, invoicing through, and through rates.

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, or some of them, namely (local and personal Acts):—5 and 6 Wm. IV., cap. 107; 26 and 27 Vic., caps. 113 and 198; and the several other Acts relating to the Great Western Railway Company; 6 Wm. IV., cap. 36, and the several other Acts relating to the Bristol and Exeter Railway Company, 20 and 21 Vic., cap. 54; and the several other Acts relating to the Bristol and South Wales Union Railway Company.

Duplicate plans and sections describing the line, situation, and levels of the proposed railway and works, and the lands, houses, and other property in or through which they will or may 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 as published in the London Gazette will, on or before the thirtieth 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 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 railway and works will be made, or in which are situate any lands, houses, or other property 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 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 12th day of November, 1863.

Fussell and Prichard,
Solicitors for the Bill.

Brightlingsea Creek, Ferry, Floating Bridge, and Approaches.

(Incorporation of Company; Powers to establish Ferry over Brightlingsea Creek, and make Approaches thereto from Brightlingsea and St. Osyth, and to take tolls; Compulsory Purchase of Lands and of Existing Ferry Rights; Powers to the Wivenhoe and Brightlingsea Railway Company to Subscribe and Raise Capital; Powers to both Companies to enter into 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 to incorporate a Company (herein called the Company), and to confer upon such Company powers for carrying into effect the several objects and purposes following, that is to say:—

To establish and maintain, and work and use, a Steam Ferry or Floating Bridge over Brightlingsea Creek, in the parishes of Brightlingsea and St. Osyth, in the county of Essex, at or near the existing Ferry there, and to straighten and improve the existing and make new approaches thereto, in the same parishes, that is to say—

1. A Steam Ferry or Floating Bridge to work between, and to and from, the following points—namely, a point in the said parish of St. Osyth at the south end of the Hardway leading down to the existing passage or ferry over Brightlingsea Creek, and another point at high-water mark, on the opposite side of the said creek, in the said parish of Brightlingsea, situate nearly due north from the first-mentioned point, and distant about 180 yards west from the south end of the Hardway, in the said parish, leading down to the said existing passage or ferry over the said creek.

2. An approach or road commencing at the northern terminus of the said intended ferry last herein described, on the Brightlingsea side of the said creek, in the said parish of Brightlingsea; and proceeding thence to and into the parish highway in the town of Brightlingsea, leading from the said town to the common marsh or salting, and terminating in that highway at a point about 100 yards west of the Duke of Wellington inn, and near the school-house there, all in the said parish of Brightlingsea.

3. An approach or road commencing at the southern terminus of the said ferry, as hereinbefore described, in the said parish of St. Osyth, and proceeding thence in various parts along the existing path or road, from the said existing ferry, to St. Osyth, and along the sea wall and the south side of St. Osyth creek, to, and terminating at, the south end of the mill dam over that creek, at the south end of the town of St. Osyth, in the said parish of St. Osyth.

4. All necessary landing-stages, toll-houses, and other works and conveniences, and mooring-chains and apparatus at each side of the said ferry, with one or more chain or chains across and upon the bed or soil of the said creek, in the line of the said ferry, or near thereto; the situation and lines of which said ferry, landing-stages, chains, approaches, and roads, are delineated on

the plans to be deposited as hereinafter mentioned.

And it is also intended by the said Bill to confer upon the said Company powers for all or some of the purposes following, that is to say:—

To deviate in the construction of the said several works from the lines and levels thereof, delineated on the plans and sections to be deposited as hereinafter mentioned, to the extent defined on the said plans, and authorized by the said Bill.

To enter upon, cross, alter, divert, or break or stop up, either temporarily or permanently, all turnpike roads, streets, highways, bridleways, footways, railways, station approaches, tramways, aqueducts, canals, streams, sewers, rivers, navigations, and waters situate within or adjoining both or either of the parishes, which it may be necessary to enter upon, cross, alter, divert, break or stop up, or interfere with, for the purposes of the said Bill, or any of them.

To purchase compulsorily, or by agreement, from the owners, lessees, and occupiers thereof, any existing rights of ferry, or other rights, at the said existing passage or ferry over the said creek, and also all or any lands, houses, and other property, rights and interests, in the before-mentioned parishes, which may be required for the purposes of the said intended ferry, floating bridge, roads and approaches, landing-places and works, or which may be intended to be purchased for the purposes of the said Bill.

To levy tolls, rates, and duties for or in respect of the use of the said intended ferry, floating bridge, road approaches, landing-places, and works, and to repeal, alter, or vary existing tolls, rates, and duties, and to confer exemptions from the payment of all or any of such tolls, rates and duties.

To define the limits within which the proposed rights of ferry may be exercised and enforced, and to prevent the ferry, floating bridge, or works from being used by unauthorized persons, or the tolls payable thereat evaded, to be evaded by crossing the said creek at any other place or places within such limits; and to enable the Company to make, and from time to time to alter, bye-laws for the regulation of the said ferry, and of the persons employed thereat; and to impose and recover penalties for the breach or non-observance of such bye-laws.

And it is intended by the said Bill to extinguish, or provide for extinguishing, all existing rights of ferry across the said creek, at or near the site of the said intended ferry, and for permanently diverting and stopping up the whole or some parts of the present roads, bridleways, or footways to the said existing ferry, and preventing all persons from fording the said creek, or otherwise crossing the same within the distance of 500 yards above or below the said intended ferry, for the purpose of evading the tolls payable at the said intended ferry; and for compensating all persons or bodies exercising any right of ferry across the said creek at the before-mentioned places, which will be interfered with by the establishment of the ferry, to be authorized by the said Bill; and for making arrangements with such bodies or persons having or claiming any right or interest in, or liable to any obligation in respect of any such rights of ferry.

And it is intended by the said Bill to repeal, vary, or extinguish, all rights and privileges connected with any lands, houses, or other property to be purchased for the purposes of the said undertaking; or with Brightlingsea Creek,

or St. Osyth Creek, or any sewers or works of drainage under the control of any Drainage Commissioners; or with any existing roads, bridleways, or footways to the said existing ferry, or any part or parts thereof, whether conferred or acquired by Act of Parliament, charter, deed, agreement, prescription, or otherwise, which can in any manner interfere with any of the objects or powers of the said Bill; and to confer, vary, or extinguish other rights, privileges, or exemptions.

And it is intended by the said Bill to enable the Wivenhoe and Brightlingsea Railway Company to subscribe capital toward the construction, maintenance, and use of the said intended ferry and approaches; and to take and hold shares in the said undertaking, and to apply any of their authorized or existing capital for that purpose, and to raise the same either by borrowing or by the creation of new shares in their undertaking, either with or without priority in the payment of interest or dividends.

To empower the Company and the Wivenhoe and Brightlingsea Railway Company from time to time to enter into and carry into effect such arrangements or agreements as may be thought necessary, expedient for, and in respect of the construction, maintenance, and use of the said ferry, floating bridge, and approaches and works, or any of them; and as to the amount and time and mode of payment of the tolls to be paid at the said ferry in respect of traffic passing thereby to or from the station of the said Railway Company at Brightlingsea, or over the approaches to the said ferry.

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 Acts, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" and "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Railways Clauses Consolidation Act, 1845;" and also to insert in the said Bill all other powers and provisions necessary or expedient for giving effect to the objects and purposes of the said Bill.

And it is intended by the said Bill to repeal, alter, vary, amend, or enlarge, all or some of the provisions of the "Wivenhoe and Brightlingsea Railway Act, 1861," and of any other Act of Parliament or Charter, the provisions of which may be interfered with by the powers of the said Bill.

And notice is hereby given, that duplicate plans and sections showing the lines and levels of the said intended ferry, approaches, and works, and the lands and ferry to be purchased for the purpose thereof, together with a book of reference to such plans, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Essex, at his office in Chelmsford, in the said county; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said works are proposed to be made, and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of such parish, at his residence.

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

Dated this 12th day of November, 1863.

Charles Spencer Owen,

Solicitor for the Bill.

In Parliament.—Session 1864.

Wrexham, Mold, and Connah's Quay Railway. (Extensions to Whitechurch, Brymbo, and River Dee; Power to Wrexham, Mold, and Connah's Quay Railway Company to make new Railways from Wrexham to Whitechurch, from Frood and Brynmally to Brymbo, from Hope to Queen's-ferry and Sandy Croft; Abandonment of an authorised Branch Line; Power to cross a Road on the Level; Power to raise Additional Capital; Running Powers over the Mold Branch of the Chester and Holyhead Railway, over part of the Chester and Holyhead Railway, over part of the Brynmally Branch of the Great Western Railway Company, and over part of the Crewe and Shrewsbury Railway of the London and North-Western Railway; Traffic Arrangements with other Companies; Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session for leave to bring in a Bill, and to pass an Act to enable the Wrexham, Mold, and Connah's Quay Railway Company (hereinafter called "The Company") to make and maintain the railways hereinafter described, together with all necessary stations, sidings, and works connected therewith, and to effect the objects hereinafter mentioned, or some of them (that is to say):—

Railway No. 1.—A railway (hereinafter called "Railway No. 1") commencing in the parish of Wrexham, in the county of Denbigh, by a junction with the line of Railway No. 1, authorised by "The Wrexham, Mold, and Connah's Railway Act, 1862," at or near a point marked on the deposited plans of such railway, referred to in such Act as two furlongs or thereabouts from the commencement thereof at the Wrexham station, and thence passing from in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them (that is to say):—Wrexham, Wrexham Abbot, Wrexham Regis, Bersham, Broughton, Stansty, Erthig or Erddig, Adenbury Fawr, Marchwiel, Trebrys, Pickhill, Sesswick, Royton, and Eyton, all in the county of Denbigh; and Bangor, Bangor Isycod, or Bangor Monachorum, partly in the county of Flint and partly in the county of Denbigh; Abenbury-fechan, Worthenbury, Threapwood, Willington, Ty-broughton, Haighton, Hanmer, Bronington, Bettisfield, Penley, Welsh-hampton, Iscoyd, Malpas, and Overton, all in the county of Flint; Malpas, Agden, Chidlow, Bradley, Tushingham, Macfen, Hampton, Edge, Ovekington, Larkton, Overton, Chorlton, Cuddington, Oldcastle, Newton, Stockton, Wichaugh, Wigland, Bickley, and Wirswal, all in the county of Chester; Malpas, Whitechurch, Dodington, Edgeley, Alkington, Tilstock, Ash Magna, Ash Parva, Broughall, Old Woodhouse, New Woodhouse, Chunnell, Hinton, and Blackpark, all in the county of Salop, and terminating in the parish of Whitechurch and county of Salop, by a junction with the Crewe and Shrewsbury line of the London and North Western Railway Company at or near a point 270 yards or thereabouts north of the booking-office at the Whitechurch station on that railway.

Railway No. 2.—A railway (hereinafter called "Railway No. 2") commencing in the parish of Hope and county of Flint, by a junction with the line of Railway No. 1, authorised by "The Wrexham, Mold, and Connah's Quay Railway Act, 1862," at or near a point marked on the deposited plans referred to in the said Act as three miles and six furlongs from the commencement thereof, and thence passing from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some or one of them (that is to

say): Gresford, Llay Gwersyllt and Burton, all in the county of Denbigh; Cymmau, Hope, Hope Owen, Uwchymynydd issa, Uwchymynydd ucha, Caergwrie, Estyn, Rhanberfedd, Higher Kinnerton, Lower Kinnerton, Shordley, Ashton, Aston, Banel, or Bannel, Bretton, Broad Lane, Broughton, Ewloe, Ewloe Town, Ewloe Wood, Hawarden or Penarlâg, Buckley, Buckley Mountain, Mancot, Manor and Rake, Mold, Hendre, Hendre Biffa, Moore, Pentrobin, Sealand, Sholton, and Saltney, all in the county of Flint; and Dodleston, in the counties of Flint and Chester, and terminating in the parish of Dodleston, aforesaid, by a junction with the Mold branch-line of the Chester and Holyhead Railway Company, at or near a point where such railway crosses a brook called Kinnerton Brook, such point being 220 yards or thereabouts on the south or Mold side of the distance-post of the said Mold branch of the Chester and Holyhead Railway, indicating six miles from Chester.

Railway No. 3.—A railway (hereinafter called "Railway No. 3") commencing by a junction with the last-mentioned railway No. 2, at or near a point where such railway is intended to cross the public road leading from Rossett to Higher Kinnerton, and near to a farm-house called Kinnerton-green in that part of the parish of Dodleston which lies in the county of Flint; and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them (that is to say): Hope, Hope Owen, Higher Kinnerton, Lower Kinnerton, Shordley, Ashton, Banel or Banel, Bretton, Broad Lane, Broughton, Hawarden, or Peneirlâg, Buckley, Buckley Mountain, Mancot, Manor and Rake, Moore, Pentrobin, Saltney, Sealand and Sholton, Mold, Hendre, Hendre Biffa, and Aston, all in the county of Flint, and Dodleston, in the counties of Flint and Chester, and terminating by a junction with the Chester and Holyhead Railway, in the parish of Hawarden, in the county of Flint, at or near a point where that railway crosses the turnpike road at Queen's Ferry station on such railway.

Railway No. 4.—A railway (hereinafter called "Railway No. 4") commencing by a junction with the last-mentioned Railway No. 3, at or near a point where it is intended that such railway shall cross the public road leading from Queen's Ferry to Saltney, and called "Saltney Highway," in the parish of Hawarden and county of Flint, and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them (that is to say): Hawarden or Penarlâg, Moore, Saltney, Sealand, and Sholton, Mancot, Aston, Broughton, and Manor and Rake, all in the county of Flint; and terminating in a field or foreshore of the River Dee, known by the name of Aston Bank, and near to a shipping stage now being erected by Messrs. Plant, Rose, and Plant, and at the end of a lane or road called "Chymistry Lane," and situate in the parish of Hawarden in the said county of Flint.

Railway No. 5.—A railway (hereinafter called "Railway No. 5") commencing by a junction with the proposed Railway No. 3, at or near a point where such Railway No. 3 is intended to cross a public road leading from the Rake Colliery to the Chester and Hawarden turnpike road, in the parish of Hawarden, in the county of Flint, and thence passing from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some or one of them (that is to say): Hawarden or Penarlâg, Rake, Manor and Rake, Moore, Mancot, and Saltney, all in the county of Flint, and terminating in the said parish of Hawarden, and county of Flint, in a field or foreshore of the River Dee, near to or adjoining

and on the Chester side of the Sandycroft Foundry, belonging to Sir Stephen Richard Glynne, Baronet, and in the occupation of Messrs. John Taylor and Sons.

Railway No. 6.—A railway (hereinafter called "Railway No. 6") commencing by a junction with the line of Railway No. 6, authorised by the "Wrexham, Mold, and Connah's Quay Railway Act, 1862," within the limits of deviation at or near a point where upon the deposited plans referred to in such Act, such railway is shown as crossing a public road leading from Wrexham to Berse, and numbered thereon 24 in the parish of Wrexham and county of Denbigh, thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them, that is to say: Wrexham, Wrexham Regis, Wrexham Abbott, Bersham, Stansty, Broughton, and Esclusham below, all in the county of Denbigh, and terminating by a junction with the proposed Railway No. 1, in a field the property of Richard Philips Jones, in the occupation of Richard Philips Jones, in the occupation of Robert Lloyd, situate in the parish of Wrexham, in the county of Denbigh.

Railway No. 7.—A railway (hereinafter called "Railway No. 7") commencing by a junction with the line of railway No. 1 authorised by the "Wrexham, Mold, and Connah's Quay Railway Act, 1862," at or near a point marked on the deposited plans of such railway, as one mile and four furlongs from the commencement thereof in the parish of Gwersyllt and county of Denbigh, and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them (that is to say): Gresford, Gwersyllt, Stansty, Wrexham, Wrexham Regis, Wrexham Abbott, Bersham, Broughton, and Brymbo, all in the county of Denbigh, and terminating by a junction with the Minera or Wheatsheaf Branch of the Great Western Railway Company, at a point 170 yards or thereabouts on the east or Rhos Robin side of the bridge which carries the Wrexham and Mold turnpike-road over the said branch railway at Wheatsheaf in the parish of Gwersyllt aforesaid, in the said county of Denbigh.

Railway No. 8.—A new and substituted railway (in lieu of Railway No. 5, authorised by the "Wrexham, Mold, and Connah's Quay Railway Act, 1862"), commencing by a junction with the Railway No. 4, authorised by the said Act, at or near a point marked upon the deposited plans of such railway as five furlongs and eight chains or thereabouts from the commencement thereof, and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them (that is to say): Wrexham, Gwersyllt, Broughton, Bersham, Brymbo, and Gresford, all in the county of Denbigh, and terminating by a junction with the Brynmally Branch Railway of the Great Western Railway Company at a point 20 yards or thereabouts from the east end of the repairing shed at Brynmally Colliery, in the parish of Wrexham, in the said county of Denbigh.

Railway No. 9.—A railway (hereinafter called "Railway No. 9"), commencing in the parish of Brymbo, in the county of Denbigh, by a junction with the proposed Railway No. 8, at a point where the same is intended to cross a public road, leading from Summer-hill to the Frood, and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them (that is to say): Frood, Brymbo, Gwersyllt, Wrexham, Broughton, and Minera, all in the county of Denbigh, and terminating in the said parish of Brymbo, and county of Denbigh, by a junction with the Wrex-

ham and Minera Railway, and with the Minera Branch of the Great Western Railway at a point where the line of the former joins that of the latter, and near to the west or Brymbo entrance to the Cerney Tunnel on such Minera Branch Railway.

Railway No. 10.—A railway (hereinafter called "Railway No. 10") commencing in the said parish of Wrexham, by a junction with the proposed Railway No. 8, at a point 130 yards or thereabouts from the termination thereof as before described, at or near Brynmally Colliery aforesaid, and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them (that is to say): Wrexham, Broughton, Gwersyllt, Gresford Brymbo, and Minera, all in the county of Denbigh, and terminating by a junction with the Vron Branch Railway of the Great Western Railway Company at a point 80 yards or thereabouts on the north side of the Weighing House or Machine House at the Brymbo Iron Works, in the parish of Brymbo, and county of Denbigh.

To empower the Company to abandon the construction of the Railway No. 5 authorised by the "Wrexham Mold, and Connah's Quay Railway Act, 1862."

To enable the Company to carry the line of Railway No. 1, authorised by the "Wrexham, Mold, and Connah's Quay Railway Act, 1862," on the level across a public road, at or near Wheatsheaf, in the parish of Gwersyllt, and county of Denbigh, and which road is crossed by the centre line of such Railway No. 1, at one mile five furlongs and nine chains or thereabouts, from the commencement thereof.

To take power to cross under, over, or on a level; and to stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, highways, footpaths, railways, tramways, aqueducts, bridges, canals, rivers, streams, reservoirs, and water-courses, within the aforesaid parishes, townships, extra-parochial and other places, or any of them, as may be necessary or expedient to cross, stop up, alter, or divert, by reason of the construction of the said railways and works, or any of them.

To purchase, by compulsion or otherwise, lands and houses for the purposes of the said intended railways and works, or some of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance and use of the said intended railways and works, or any of them.

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

To enable the Company to apply any capital or funds now or hereafter belonging to them, or under their control, to the purposes of the said Act, or any of them, and to enable the Company to raise further sums for such purposes, or any of them, by the creation of new shares or stock in their undertaking, either with or without preference or priority of interest or dividend, and by borrowing on mortgage or bonds, or by any of those means.

And it is also proposed by the said intended Act to take power to enable the Company to form openings in and junctions with the rails of the Crewe and Shrewsbury line of the London and North-Western Railway Company, the Mold branch of the Chester and Holyhead Railway, the Wheatsheaf, Minera, and Vron branches of the Great Western Railway Company, the Wrexham and Minera Railway, and the Chester and

Holyhead Railway, and each or either of them, at the respective proposed points of junction with those railways.

To take powers for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the said intended railways of the Company, or to, from, or over the railways of the London and North-Western Railway Company, the Chester and Holyhead Railway, the Mold branch of that railway, the railways of the Great Western Railway Company, the Wheat-sheaf, Minera, and Vron branches of the said Great Western Railway Company, the Wrexham and Minera Railway, the Oswestry, Ellesmere, and Whitchurch Railways, the Oswestry and Newtown Railways, and the Buckley Railway, or any or either of them, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement, for referring to the Board of Trade, or to arbitration, the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities are to be afforded and effected; and, so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies or any or either of them are now authorised to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the before-mentioned Companies, or any or either of them, to enter into agreements for an interchange of traffic, and for respectively working, managing, maintaining, and using their respective lines of railway and works, or any or either of them.

To authorise 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 as shall be mutually agreed upon, or as in case of dispute or in default of agreement shall be determined by arbitration or by the Board of Trade, so much of the Brynmally branch of the Great Western Railway as lies between the point of junction therewith of the proposed Railway No. 8, and the terminus of the said Brynmally Branch Railway at the Brynmally Colliery; the Mold Branch of the Chester and Holyhead Railway, so much of the Chester and Holyhead Railway as lies between the point of junction with it of the proposed Railway No. 3, and the point where the Buckley Railway joins the said Chester and Holyhead Railway, at or near to Connah's Quay aforesaid; so much of the Crewe and Shrewsbury Railway of the London and North-Western Railway Company as lies between the point of junction with it of the proposed Railway No. 1, and the booking-office of the Whitchurch Station of the said Crewe and Shrewsbury Railway, and also to authorise the Company to form junctions with, and to use the Queen's Ferry station, sidings, works, and conveniences of the said Chester and Holyhead Railway, and the Whitchurch station, sidings, works, and conveniences of the said Crewe and Shrewsbury Railway, and the station, sidings, and conveniences at Wheat-sheaf, on the said Wheat-sheaf or Minera Branch Railway of the Great Western Railway Company, or any or either of them, upon such terms, and under such payments and conditions as shall be mutually agreed upon, or as in case of dispute or in default of agreement shall be determined by the Board of Trade.

And it is further intended 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, viz.:—"The Wrexham, Mold, and Connah's

Quay Railway Act, 1862;" "The Oswestry, Ellesmere, and Whitchurch Railway Act, 1861;" "The Oswestry, Ellesmere, and Whitchurch Railway (Extension) Act, 1862;" "The Ellesmere, Ruabon, and Shrewsbury Railway Act, 1862; the following acts relating to the Oswestry and Newtown Railway Company, viz.: 18 and 19 Vict., cap. 86; 22 and 23 Vict., cap. 63; 23 and 24 Vict., caps. 101 and 189; and 24 and 25 Vict., caps. 17, 103, and 223. The following Acts relating to the Chester and Holyhead Railway Company, viz.: Local and Personal, 7 and 8 Vict., cap. 65; 8 and 9 Vict., cap. 33; 10 and 11 Vict., caps. 147, 162, and 238; 11 and 12 Vict., cap. 60; 12 and 13 Vict., cap. 41; 13 and 14 Vict., cap. 111; 14 and 15 Vict., cap. 21; 17 and 18 Vict., caps. 168 and 222; 21 and 22 Vict., caps. 130 and 146; and the public and general Act, 22 and 23 Vict., cap. 60; and 23 and 24 Vict., cap. 149; and 24 and 25 Vict., cap. 247. The following Acts relating to the Great Western Railway Company and their undertaking, viz.: 5 and 6 Wm. IV. cap. 107; 1 Wm. IV., caps. 36, 38, 77, and 79; 1 Vict., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict., cap. 27; 3 Vict., cap. 47; 3 and 4 Vict., cap. 105; 4 and 5 Vict., cap. 101; 5 Vict., sess. 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, 53, 74, 81, and 131; 15 and 16 Vict., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vict., caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Vict., caps. 108, 120, 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 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, and 215; 25 and 26 Vict., caps. 58, 71, 109, 110, 127, 148, 190, 196, 198, 206, 218, 221, and 226; and 26 and 27 Vict., caps. 113, 151, 168, 172, and 198.

The following Acts relating to the London and North Western Railway Company (that is to say): Local and Personal Acts, 8 and 9 Vict., cap. 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, 128, 130, 208, and 223; and 25 and 26 Vict., caps. 55, 66, 86, 104, 198, 208, and 209; and 26 and 27 Vict., caps. 5, 77, 79, 103, 108, 110, 177, and 217. "The Buckley Railway Act, 1860;"

"The Buckley Railway Act, 1863;" "The Wrexham and Minera Railway Act, 1861;" and any other Acts relating to or affecting the before-mentioned 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 respective plans, containing the names of the owners, lessees, and occupiers of such lands and houses, and a published map with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the "London Gazette," will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin, in the said county; with the Clerk of the Peace for the county of Flint, at his office at Mold, in the said county; with the Clerk of the Peace for the county of Chester, at his office at Chester, in the said county; and with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, in the said county; and that a copy of so much of the said plans and sections and books of reference as relate to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken or appropriated are situated, and also a copy of this notice as published in the "London Gazette," will, on or before the 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 on or before the 23rd day of December next, printed copies of the Bill, or proposed Act, for effecting the objects aforesaid, in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1863.

Thomas and Charles Minshall,

Edgeworth and Devereux Pugh, } Solicitors
Oswestry; }
Wrexham; } for the Bill.

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

The West Grinstead, Cuckfield, and Hayward's Heath Junction Railway.

(Incorporation of Company; power to make Railways; arrangements with Brighton Company; Amendment of Acts; and other purposes).

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

To incorporate a Company (hereinafter called the Company) for the purpose of making the Railway hereinafter described, or some part or parts thereof, together with all proper stations, works, conveniences, roads, and approaches connected therewith, viz.:

1. A railway commencing by a junction with the Horsham and Shoreham branch of the London, Brighton, and South Coast Railway, in the parish of West Grinstead, in the county of Sussex, at or near the southern end of the passenger platform of the West Grinstead Station, and passing from, through, or into the following parishes, townships, and extra-parochial places following, or some of them, viz.—West Grinstead, Cowfold, Bolney, and Cuckfield, all in the said county of Sussex, and terminating in the parish of Cuckfield, in the said county of Sussex, by a junction with the London,

Brighton, and South Coast Railway, at or near the northern extremity of the down platform of the Hayward's Heath station of the said London, Brighton, and South Coast Railway.

It is also proposed to confer on the Company all or some of the following powers, viz:—

The purchasing, by compulsion or agreement, of lands, buildings, and hereditaments, for the purposes of the intended undertaking.

The altering, diverting, crossing, or stopping up of all turnpike and other roads, highways, streets, railways, tramways, aqueducts, canals, and rivers, within or adjoining to the aforesaid parishes, townships, or other places, or any of them, with which it may be necessary to interfere in the construction of the intended works.

The varying, repealing, or extinguishing all existing rights or privileges in any manner connected with the lands, buildings, and hereditaments proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges. The levying of tolls, rates, duties, and other charges for and in respect of the use of the intended railway and other works, and the conveniences and accommodations connected therewith, and to grant exemptions from such tolls, rates, duties, and charges.

To alter existing tolls, rates, duties, and charges, and to grant exemptions from payment of existing tolls, rates, duties and charges of other Companies, and to confer, vary, and extinguish other rights and privileges.

To enable the Company and the London, Brighton, and South Coast Railway Company, hereinafter called the Brighton Company, to enter into and carry into effect arrangements and agreements for or with respect to the conduct, regulation, management, interchange, accommodation and conveyance of the traffic of the said intended railway, and of all or any of the railways of the Brighton Company: and with respect to the tolls, charges, or other sum or sums of money to be paid for or in respect of the use of such railways, or of the traffic thereon; and with respect to the apportionment between the Company and the Brighton Company, of tolls and charges received in respect of traffic passing over the said intended railway, or over the railways of the Brighton Company, or any portion of those railways.

Powers will be taken to vary and extinguish all existing rights and privileges which would interfere with its object, and the Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Acts, 1845 and 1863," "The Lands Clauses Consolidation Acts, 1845 and 1860," and "The Railways Clauses Consolidation Acts, 1845 and 1863."

To alter, amend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts (local and personal) following, that is to say:—The local and personal Acts relating to the London, Brighton, and South Coast Railway Company, viz:—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 57; 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. 20, 41, 86, 88, 100, and 180; 17 Vic., cap. 59; 17 and 18 Vic., caps. 61, 68, 93, and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., cap. 87; 20 and 21 Vic., cap. 143; 21 and 22 Vic., caps. 58, 57, 84, 104, and 101; and 22 and 23 Vic., caps. 69, 81, 98, 112, 125, and 134;

23 and 24 Vic., caps. 109, 158, 171, 172, and 174; and 24 and 25 Vic., caps. 120, 174, and 234; and 25 and 26 Vic., caps. 210, 183, 78, 68; and 26 and 27 Vic., caps. 227, 192, 137, 142, and 218.

And notice is hereby given, that plans and sections of the said intended railways and works, and of the lands and property so proposed to be purchased and taken as aforesaid, together with a book of reference to such plans, and also a copy of this notice as published in the London Gazette, together with a published map, with the lines of railway delineated thereon, will be deposited, on or before the 30th day of November, in the present year, with the Clerk of the Peace for the county of Sussex, at his office in Lewes; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes, and also a copy of the Gazette notice, will be deposited with the parish clerk of such parish, at his place of abode, and as relates to any extra-parochial place or lands, with the clerk of some adjoining parish; at his place of abode.

And notice is hereby also given, that 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, 1863.

Dated this 14th day of November, 1863.

Geo T. Porter, 4, Victoria-street, Westminster,

Edward Waugh, Cuckfield, Solicitors for the intended Bill.

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

Pembroke and Tenby Railway.

(Extension to the Great Western Railway, heretofore the South Wales Railway; Branches to the Saundersfoot Railway and Begelly Coal Field; Junction Line at Caermarthen; Powers to lay down Narrow Gauge and to use portions of the Great Western Railway and Caermarthen and Cardigan Railways; Agreements with Great Western Railway, and Caermarthen and Cardigan Railway, and Saundersfoot Railway and Harbour Companies; Additional Lands at Pater; Substitution of Level Crossings for Bridges; Additional Capital; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to enable the Pembroke and Tenby Railway Company (hereinafter called "The Company") to make and maintain the railways following, or some of them, with all proper stations, approaches, works, and conveniences, that is to say:

(No. 1.)—A railway commencing in the parish of Penally by a junction with the Pembroke and Tenby Railway, at or near the distance post near the Black Rock Bridge, which indicates the distance of 9 miles from the Pembroke station on that railway, thence passing from, in, through, or into the parishes and places of Penally, In-liberty and Out-liberty of Saint Mary Tenby, East Williamston, Begelly, St. Issells, and south division of parish of Narberth, and terminating in such last-mentioned parish, at or near the side of the road leading from the Boar's Head Inn at Templeton to Ludchurch, at or near the point where that road joins the turnpike road from Tenby to Narberth, all in the county of Pembroke.

(No. 2.)—A railway commencing by a junction with the said intended Railway No. 1 at the termination thereof, in the south division of the parish of Narberth, thence passing from, in, through, or into the parishes and places of

south and north divisions of Narberth, Lampeter-Velfrey, and Crinow, in the county of Pembroke, and parish of Llan-Gan, in the county of Caermarthen, and terminating in the last-mentioned parish, in the county of Caermarthen, by a junction with the Great Western Railway, near the Whitland Station thereon, at or near the mile post indicating 258½ miles from London.

(No. 3.)—A railway (to be wholly situate in the parish of Llangynnor, and county of Caermarthen) commencing by a junction with the Great Western Railway, at or near the bridge which carries that railway over the River Towy, and terminating by a junction with the Caermarthen and Cardigan Railway, at or near the bridge which carries the last mentioned railway over the said river.

(No. 4.)—A railway (to be wholly situate in the parish of St. Issells, in the county of Pembroke) commencing by a junction with the said intended Railway No. 1, in a field the property of James Mark Child, and in the occupation of Benjamin Morgan, which field on the east and south abuts upon the private road leading from Kilawen Farm to the turnpike road from Tenby to Narberth, and terminating on the common, called King's Moor, by a junction with the tramway leading from Thomas Chapel to Saundersfoot, at or near a point 550 yards south-east from the bridge which carries the said tramway over the turnpike road from Hobbs Point to Caermarthen.

(No. 5.)—A railway (to be wholly situate in the parish of Begelly and county of Pembroke) commencing by a junction with the aforesaid tramway, at or near a point 100 yards north-west of the bridge which carries the said tramway over the turnpike road which leads from Hobbs Point to Caermarthen, and terminating in a field the property of Thomas Hartcourt Powell, in the occupation of Lewis Wilson, which field abuts on the south-east on lands the property of the Rev. James Henry Alexander Phillips, in the occupation of Henry Phillips, and on the west by the road which leads from Langdon to Saint Issells, and is about 200 yards from the intersection of that road by the turnpike road from Hobbs Point to Caermarthen, near the mile post, which indicates 10 miles from Hobbs Point.

The intended Act will also contain the following powers:—

To enable the Company to purchase and acquire by compulsion or agreement, lands and houses for all or any of the purposes aforesaid, and also for purposes connected with their undertaking; certain lands and houses abutting upon the south side of the Pembroke and Tenby Railway at Pater, in the parish of Saint Mary Pembroke, in the county of Pembroke, such last-mentioned lands and houses being now enclosed and held by Messrs. Davies and Roberts.

To vary and extinguish all existing rights and privileges connected with any lands and houses proposed to be purchased for the purposes of the intended Act, which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges.

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike and other roads, highways, tramways, canals, streams, and rivers, within or adjoining to the aforesaid parishes and places, which it may be necessary to cross.

stop up, alter, or divert, in executing the purposes of the intended Act.

To authorize the Company to carry the railway authorized by "The Pembroke and Tenby Railway Act, 1859," across the following roads, upon the level of such roads respectively, viz. :—the roads numbered on the plans referred to in that Act 95, in the parish of St. Mary Pembroke; 20, in the parish of Hodgston, and 19, 58, and 97, in the parish of Manorbeer, all in the county of Pembroke.

To empower the Company and the Great Western Railway Company, or one of them, to lay down additional rails on or upon that portion of the South Wales Railway, which is situated between the termination of the said intended Railway No. 2, and the Caermarthen Junction station of the South Wales Railway, and also in and upon the said station, and all other stations, sidings, works, and conveniences connected with that portion of the South Wales Railway, so as to admit of the user thereof by engines and carriages adapted to the narrow gauge as well as by those adapted to the broad gauge.

To empower the Company and the Caermarthen and Cardigan Railway Company, or one of them, to lay down additional rails on or upon that portion of the Caermarthen and Cardigan Railway which lies between the said Caermarthen Junction Station and the Caermarthen Station of the Caermarthen and Cardigan Railway, and also in and through the Caermarthen Station, and the sidings, works, and conveniences connected therewith, so as to admit of the user of that portion of railway and that station by engines and carriages adapted to the narrow gauge, as well as by those adapted to the broad gauge.

To empower the Company to run over, work, and use, by and with their officers and servants, engines, carriages, and trucks, and for the purposes of traffic of every description, the aforesaid portions of the South Wales Railway and the Caermarthen and Cardigan Railway and stations thereof respectively, with the stations, approaches, water, water engines, sidings, machinery, works, and conveniences connected therewith respectively, and to require the Great Western Railway Company, and the Caermarthen and Cardigan Railway Company respectively, to afford all necessary facilities for that purpose, on such terms and conditions as may be defined by the intended Act, or as may be agreed upon or determined by the Board of Trade, or by arbitration.

To empower the company to alter the gauge of or lay down additional rails upon so much of the Saundersfoot Railway or tramway, as is situated between the termination of the said intended Railway No. 4, and the commencement of the said intended Railway No. 5, so as to adapt the same for use by the engines, carriages, and trucks of the Company, and to authorize the Company to use such portion of railway or tramway, for all purposes, on such terms and conditions, and upon such payments as in default of agreement, may be settled by the Board of Trade, or by arbitration.

To authorize and give effect to contracts and arrangements between the Company, and the said other Companies, or any of them, for or with reference to all or any of the objects aforesaid, and the payments and allowances to be made by or to the Companies in respect of the alteration of the gauge of any of the said railways and any other matters incidental to

or connected with the objects aforesaid; and also for or with reference to the maintenance, working, and use by the Company of any part of the railways and works of the other before-named Companies, or either of them, the management, collection, transmission, and delivery of the traffic thereon; the supply and maintenance of stock and plant, and appointment of officers and servants; the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from such traffic; and the contributions, tolls, or other sums payable, and allowances to be made, by each or any of the contracting Companies to the other or others of them, and the application thereof.

To provide for the settlement by agreement, and in default of agreement, for the determination by the Board of Trade, or by arbitration, of the amount of the expense of, or incident to, the carrying out of any of the objects and purposes aforesaid, and of any questions of compensation connected therewith, and by which of the before-named Companies, and in what (if any) proportions such expense and compensation, shall be paid, and whether in gross sums or by periodical or other payments, and what (if any), gross or periodical or other payments and allowances shall be made or allowed by any one or more of the said Companies to the other or others of them, for or in respect of such objects and purposes, and any benefits accruing thereby.

To empower the Company to levy tolls, rates, and duties upon and in respect of the said intended new railways, and the said portions of railways before mentioned, which by the intended Act they may run over, work, and use, and to alter the tolls, rates, and duties which the Company and the other before-named Companies respectively, are now authorized to levy upon and in respect of their respective railways, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To empower the Company and the other before-named Companies, respectively, for all or any of the purposes of the Act, and of any such contracts and arrangements, to apply their respective corporate funds; to enable the Company to raise further money by the creation of new shares and stock, either as part of their general capital or as a separate capital, and to attach any guarantee, preference, or priority in payment of interest or dividend and other special privileges to their existing or future capital; and to borrow further moneys on mortgage or otherwise.

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.

The Act will incorporate 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."

The Act will, so far as may be necessary, for all or any of the purposes thereof, alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of "The Pembroke and Tenby Railway Act, 1859," and of the Local and Personal Acts, 10 Geo. IV., cap. 108; 5 and 6 Vict., caps. 35 and 53, relating to the Saundersfoot Railway and

Harbour; 18 and 19 Vict., cap. 98, and 26 and 27 Vict., cap. 198, and of all other Acts relating to the South Wales Railway; and 17 and 18 Vict., cap. 218; 18 and 19 Vict., cap. 131; 19 and 20 Vict., cap. 68; 25 and 26 Vict., cap. 172; and 26 and 27 Vict., cap. 166, relating to the Caermarthen and Cardigan Railway.

Plans and sections of the intended railways and of the lands proposed to be taken for the purposes of the Act with a book of reference to such plans, and a published map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1863, be deposited for public inspection with the Clerk of the Peace for the county of Pembroke, at his office in the town of Haverfordwest, and with the Clerk of the Peace for the county of Caermarthen, at his office, at Llandovery: 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 said intended railways, or any of them, are intended to be made, or in which any lands proposed to be taken are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and where there is no parish clerk, with the incumbent of such parish, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining at his residence.

Printed copies of the intended Act will be deposited at the Private Bill Office of the House of Commons on or before the 23rd day of December, 1863.

Dated this 11th day of November, 1863.

Thomas Stokes, Pembroke, Secretary Pembroke and Tenby Railway Company.

William Davies, Haverfordwest, Solicitor to the Company.

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

Oswestry and Newtown Railway and other Companies. Arrangements.

(Traffic, working, leasing, sale, purchase, subscription, and other arrangements between the Oswestry and Newtown, Llanidloes and Newtown, Oswestry, Ellesmere, and Whitchurch, Newtown and Machynlleth, Aberystwith and Welsh Coast, London and North Western, Great Western, Shrewsbury and Welshpool, and other Railway Companies, and the Shropshire Union Railways and Canal Company; Powers to raise capital; 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 for the following purposes, or some of them, that is to say:

To vest or authorize, and provide for the vesting in, the Oswestry and Newtown Railway Company, the Llanidloes and Newtown Railway Company, the Oswestry, Ellesmere, and Whitchurch Railway Company, the Newtown and Machynlleth Railway Company, the Aberystwith and Welsh Coast Company, the Shrewsbury and Welshpool Railway Company, the Shropshire Union Railways and Canal Company, the Carnarvonshire Railway Company, the Manchester and Milford Railway Company, the Mid Wales Railway Company, the Hereford, Hay and Brecon Railway Company, the Kington and Eardisley Railway Company, the Brecon and Merthyr Tydfil Junction Railway Company, the Brecon Junction Railway Company, the Dulais Valley Railway Company, the Taff Vale Railway

Company, the Rhymney Railway Company, the Llanelli Railway and Dock Company, the Vale of Towy Railway Company, the Central Wales Railway Company, the Bishop's Castle Railway Company, and the Wrexham, Mold, and Connah's Quay Railway Company, or any of them, or any company or companies formed by the amalgamation of any two or more of the said companies (the Oswestry and Newtown Railway Company, or the company with which the Oswestry and Newtown Railway Company may be amalgamated being one) in perpetuity or for a term of years by sale and purchase or lease of all or some or one of the undertakings, railways, works, lands, tenements, hereditaments, personal estate and effects, powers, rights, and privileges, or parts thereof respectively of all or some or one of the other hereinbefore-mentioned companies or amalgamated companies.

And it is proposed by the said intended Act to authorize the hereinbefore-mentioned Companies, and the London and North-Western and Great Western Railway Companies, or any of them (the Company amalgamated by or under the provisions of the said intended Act, or the Oswestry and Newtown Company being one), from time to time to make arrangements amongst themselves with respect to the construction, maintenance, repair, running over, use, working, and management, by all or any of them, of the railways, stations, buildings, sidings, wharves, works, and conveniences belonging to them, or any of them, and the working of the traffic thereon and therein respectively, and the collection, interchange, transfer, transmission, and conveyance, delivery, and general conduct of traffic from, to, and over all or any such railways and works, or any part or parts thereof respectively, and the supply of any rolling or working stock for the purposes aforesaid, or any of them, and the cost and expenses of such construction, maintenance, repairs, use, working, management, and rolling or working stock, and the fixing, collecting, taking, and levying of the tolls, rates, and charges in respect of such traffic, and the division and apportionment amongst the parties to any such arrangement of all or any tolls, rates, duties, charges, revenues, or receipts of them, or any of them, and otherwise in any way relating to the undertakings, works, property, traffic, tolls, rates, duties, charges, or revenues, or the capital, shares, mortgages, loans, debts, liabilities, or engagements of them, or any of them, and for the payment of any rent or other considerations to be paid by any of the parties to any such arrangement to the other or others of them, or any of them, in respect of any such construction, repairs, maintenance, use, working, management, and rolling stock as aforesaid, or otherwise, and for the apportionment and division of any such rent or other consideration as aforesaid.

And it is proposed by the said intended Act to authorize the hereinbefore-mentioned Companies (inclusive of the Company to be amalgamated by or under the provisions of the said intended Act), or any of such Companies, to raise money by the creation of new shares or stock in their respective undertakings, with or without guaranteed or preferential dividends, or by mortgage, and to subscribe towards each other's undertakings, and hold shares therein, and especially to authorize the Oswestry and Newtown Railway Company to subscribe towards the capital of the Bishop's Castle Railway Company, and to hold shares therein, and to authorize the hereinbefore-mentioned Companies (inclusive as aforesaid), or any of them, to guarantee to all or any of the others or other of them any amount of dividends or interest upon any shares, or stock, or monies created or raised, or for the time being authorized to be created or raised by them, or any of them, and to alter existing tolls,

rates, duties, and charges, and to levy and take other tolls, rates, duties, and charges, and to confer, vary, and extinguish exemptions from payment of tolls, rates, duties and charges.

And it is proposed by the said intended Act to authorise the several Companies hereinbefore mentioned (inclusive of the Company to be amalgamated by or under the provisions of the said intended Act), or any of such Companies, to lease to any other or others of the said Companies, or to any person or persons, for such term or terms of years, and subject to such terms and conditions in regard to the determination of such lease and otherwise as shall be agreed upon or provided by the said Act, the undertakings of the leasing Companies respectively, and all the estates, rights, titles, and interests, works, and conveniences and the messuages, lands, tenements, hereditaments, and premises belonging or appertaining thereto or connected therewith, and all the powers and privileges vested in the leasing Companies respectively relating thereto, and to grant to the lessee or lessees all necessary powers for accepting the lease or leases, and to enable the lessee or lessees to exercise the powers, authorities, and privileges vested in the leasing Companies respectively, and to levy and receive tolls, rates, and duties, and to transfer to such lessee or lessees during the continuance of the lease all other rights, powers, and privileges, duties, liabilities, and obligations of the leasing Companies respectively relating to their undertakings, and to release the leasing Companies respectively from such duties, obligations, and liabilities, and to confer upon the lessee or lessees the benefit of all or any of the contracts entered into by the leasing Companies respectively, and to enable the lessee or lessees to underlet or transfer the interest in any such lease to any Company or person or persons.

And it is proposed by the said intended Act to authorise the several Companies hereinbefore mentioned (inclusive of the Company to be amalgamated by or under the provisions of the said intended Act), or any of such Companies, from time to time to make and enter into such contracts and agreements amongst themselves as may be necessary or desirable, or as they may think proper, for effecting all or any of the objects hereinbefore mentioned or referred to, and to confirm any such agreements as may have been entered into prior to the passing of the said intended Act, and to confer upon such Companies respectively, or any of them, all such powers of any description as may be requisite or convenient for carrying such agreements into effect, and to make such other provisions as may be necessary or proper for effecting the objects of the said intended Act, and to vary or extinguish all existing rights and privileges which would or might prevent or hinder any of such objects being effected, and to confer other rights and privileges.

And it is proposed by the said intended Act to repeal, alter, or amend all or some of the provisions of the several local and personal Acts following, or some of them, that is to say:—18 and 19 Vic., cap. 86; 23 and 24 Vic., caps. 101, 108, and 139; 24 and 25 Vic., cap. 17; 26 and 27 Vic., cap. 96, relating to the Oswestry and Newtown Railway Company; 16 and 17 Vic., cap. 143; 19 and 20 Vic., cap. 22; 22 and 23 Vic., cap. 30; 24 and 25 Vic., cap. 90; 25 and 26 Vic., cap. 162, relating to the Llanidloes and Newtown Railway Company; 24 and 25 Vic., cap. 223; 25 and 26 Vic., cap. 218, relating to the Oswestry, Ellesmere, and Whitchurch Railway Company; 20 and 21 Vic., cap. 106; 26 and 27 Vic., cap. 40, relating to the Newtown and Machynlleth Railway Company; 19 and 20 Vic., cap. 132; 21 and 22 Vic., cap. 110; 23 and 24 Vic., cap. 25; 24 and 25 Vic., cap. 13; 26 and 27 Vic., cap. 97, relating to the Shrewsbury and Welchpool

Railway Company; 24 and 25 Vic., cap. 181; 25 and 26 Vic., caps. 176 and 212; 26 and 27 Vic., caps. 141 and 179, relating to the Aberystwith and Welsh Coast Railway Company; 24 and 25 Vic., cap. 103, relating to the Bishop's Castle Railway Company; 22 and 23 Vic., cap. 63; 23 and 24 Vic., cap. 133; 24 and 25 Vic., cap. 65; 25 and 26 Vic., cap. 156; 26 and 27 Vic., caps. 2 and 80, relating to the Mid-Wales Railway Company; 22 and 23 Vic., cap. 68; 23 and 24 Vic., cap. 17; 24 and 25 Vic., caps. 10 and 235; 25 and 26 Vic., cap. 184; 26 and 27 Vic., cap. 196, relating to the Brecon and Merthyr Tydfil Junction Railway Company; 22 and 23 Vic., cap. 84; 23 and 24 Vic., cap. 127; 25 and 26 Vic., cap. 95; 26 and 27 Vic., cap. 9, relating to the Hereford, Hay, and Brecon Railway Company; 25 and 26 Vic., cap. 67, relating to the Kingston and Eardisley Railway Company; 25 and 26 Vic., cap. 202, relating to the Carnarvonshire Railway Company; 26 and 27 Vic., cap. 201, and all other Acts relating to the Brecon Junction Railway Company; 25 and 26 Vic., cap. 221; and all other Acts relating to the Wrexham, Mold, and Connah's Quay Railway Company; 23 and 24 Vic., cap. 175; 24 and 25 Vic., cap. 150, and all other Acts relating to the Manchester and Milford Railway Company; 22 and 23 Vic., cap. 121, and all other Acts relating to the Central Wales Railway Company; 16 and 17 Vic., cap. 169, and all other Acts relating to the Llanelly Railway and Dock Company; 6 and 7 Wm. IV, cap. 82, and all other Acts relating to or affecting the Taff Vale Railway Company; 17 and 18 Vic., cap. 193, and all other Acts relating to or affecting the Rhymney Railway Company; 7 Geo. IV, cap. 102, and all other Acts relating to or affecting the Dulas Valley Railway Company; 17 and 18 Vic., cap. 150; 21 and 22 Vic., cap. 147, and all other Acts relating to the Vale of Towy Railway Company; 9 and 10 Vic., cap. 322, and all other Acts relating to the Shropshire Union Railways and Canal Company; 26 and 27 Vic., cap. 80, and all other Acts relating to the Brecon and Merthyr Junction Railway Company; the Act of the 9th and 10th of Victoria, intituled "An Act to consolidate the London and Birmingham Grand Junction, and Manchester and Birmingham Railway Companies," and the several other Acts relating to or affecting the London and North-Western Railway Company; the Act passed in the 5th and 6th years of William IV, intituled "An Act for making a Railway from Bristol to join the London and Birmingham Railway near London, to be called 'The Great Western Railway,' with branches therefrom to the towns of Bradford and Trowbridge, in the county of Wilts;" "The Great Western Railway (West Midland Amalgamation) Act, 1863; and the several other Acts relating to or affecting the Great Western Railway Company.

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 the 11th day of November, 1863.

Pritt, Sherwood, Venables, and Grubbe,
Parliamentary Agents, London.

Ventnor Harbour Company.
Construction of Railway and Road at Ventnor;
Working and Traffic arrangements with the
Isle of Wight Railway Company; Provisions
as to transmission, &c., of traffic; Amendment
of Acts.

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

To confer upon the Ventnor Harbour Company, hereinafter called the "The Company," the following or some of the following among other powers and to authorise the Company to make and maintain the following works or some of them.

To authorise and empower the Company to make and maintain the railway hereinafter mentioned with all proper and necessary stations, sidings, approaches, bridges, roads, communications and other works and conveniences, that is to say,

A railway at Ventnor, commencing in the parish of Newchurch, otherwise Newchurch South in the Isle of Wight, in the county of Southampton, by a junction with the Railway, No. 3, described in and authorised by the Isle of Wight Eastern Section Railway Act 1860, in a field numbered 272 as shown on the plans deposited for the purposes of that Act, with the Clerk of the Peace for the county of Southampton, and terminating in the same parish, in the grounds of a certain house in that parish called Belmont House, at a point in those grounds 67 yards or thereabouts, north-west from the western gasometer of the Gas Works, at Ventnor.

To authorise the Company to make and maintain a New Road wholly in the said parish of Newchurch, otherwise Newchurch South, commencing by a junction with the existing esplanade, at the eastern end thereof, and terminating by a junction with the public road, called Mill-street, at the northern boundary of the field numbered 13 on the plans deposited for the purposes of the Ventnor Harbour Act, 1862, with the Clerk of the Peace for the county of Southampton, and to purchase by compulsion or agreement, so much of the said existing public road, as is situate between the termination as hereinbefore described of the said new road, and the said esplanade.

Which said railway, road, and works will be made or pass from, in, through, or into the several parishes of Newchurch, otherwise Newchurch South, and Bonchurch, in the Isle of Wight, in the county of Southampton.

To deviate laterally from the lines of the said intended railway and works, to the extent shown on the plans, and to deviate vertically from the levels as shown on the sections hereinafter mentioned.

To enable the Company to make such openings in, and alterations of the Isle of Wight Eastern Section Railway, or Isle of Wight Railway, as may be necessary for the purposes of the said Bill, and to cross under, over, or on the level of, and to divert, alter, or stop up, whether temporarily, or permanently, all such turnpike and other roads and highways, footways, streets, railways, stations, tramways bridges, rivers, streams, brooks, aqueducts, water-courses, sewers, pipes, and drains, in or adjoining the aforesaid parishes, and extra-parochial and other places, or any of them, as it may be necessary so to cross, divert, alter or stop up, by reason or for the purposes of the said intended railway, road and works, or any of them, or of the said Bill.

To enable the Company to purchase by compulsion or otherwise, to acquire lands, houses, and other property, for the purposes of the said intended railway, road and works, or of the said Bill, and to vary, repeal, or extinguish all existing rights and privileges connected with such lands, houses, and other property which would in anywise impede or interfere with the construction, maintenance, and use of the intended railway, road, and works, and to confer, vary, and extinguish other rights and privileges.

To levy tolls, rates, and duties upon, or in respect of, the said intended railway and works. To alter existing tolls, rates, and duties, and to confer, vary or extinguish exemptions from the payment of tolls, rates, and duties.

To enable the Company to apply to the purposes of the said Bill, or any of them, any capital or funds now belonging to, or authorised to be raised by them, and to raise further sums by the creation of new shares in their undertaking, with or without preference or priority in payment of interest or dividend, and other special privileges attached thereto, and by borrowing on mortgage, or by any of those means.

To enable the Company and the Isle of Wight Eastern Section Railway Company, or the Isle of Wight Railway Company, from time to time, to enter into, and carry into effect, contracts, agreements, and arrangements, with respect to the construction, working, use, management, and maintenance of the said intended railway and works, or any part or parts thereof, the supply of engines, rolling stock, plant, and machinery, and of officers and servants, the allowances and payments to be made, and the conditions to be performed with respect to such working, use, management, maintenance, and services, the regulation, management, interchange, accommodation, and conveyance of traffic, passing to, from, or over, or destined for the respective undertakings of the contracting Companies, the fixing collection, payment, division, appropriation, and distribution of the tolls, rates, income, and revenue arising from that traffic, or from the intended railway and works, or any part or parts thereof, and to authorise the appointment of joint committees for carrying into effect any such contract, agreement, or arrangement as aforesaid, and to confirm any contract, agreement, or arrangement, already made or which previously to the passing of the said Bill, may be made touching any of the matters aforesaid.

To require and compel the Isle of Wight Eastern Section Railway Company, or the Isle of Wight Railway Company, and their lessees, and assigns upon such terms and conditions as shall be agreed upon, or failing such agreement, as shall be settled by arbitration, or as may be provided by the Bill, to receive, book through, forward, accommodate transmit, and deliver on, over, and from their railways or undertakings, or the railways or undertakings of which they are or may be lessees, or which may be under their arrangement, management, or control, and at the stations, warehouses, and booking-offices thereof, respectively, and to afford all necessary facilities for all passengers, goods, animals, carriages and other traffic of whatever description coming from, or destined for the intended railway, or any part thereof, and, if need be, to alter and vary the tolls, rates, and charges, which the Isle of Wight Eastern Section Railway Company, or the Isle of Wight Railway Company, may be entitled to receive and take upon their railways or undertakings, or upon the railways or undertakings of which they are or may be lessees, or which may be under their arrangement, management, or control, and to confer, vary, and extinguish exemptions from such tolls, rates, and charges.

To vary or extinguish all existing rights and privileges which would impede or interfere with the objects and purposes of the Bill, or any of them, or with any such contracts, agreements, or arrangements, and to confer other rights and privileges.

To incorporate with the said 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."

To alter, amend, vary, and enlarge, or to repeal so far as may be necessary for all or any of the pur-

poses of the said Bill, some of the powers and provisions of the local and personal Acts following, namely, "The Isle of Wight Eastern Section Railway Act, 1860," and "Isle of Wight Railway's Extensions Act, 1863," and of any other Acts relating to The Isle of Wight Eastern Section Railway Company, or The Isle of Wight Railway Company, The Ventnor Harbour Act, 1862, and The Ventnor Improvement Act, 7 and 8 Victoria chapter 105.

And notice is hereby given, that on or before the 30th day of November, 1863, duplicate plans and sections describing the lines, situations and levels of the intended railway, road, 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 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 land, houses, and other property, and also a published map with the line of the proposed railway delineated thereon, so as to show its general course and direction, and a copy of this notice as published in the London Gazette, will 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 on or before the said 30th day of November; a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, in or through which the intended railway, road, and works will be made, or in which any lands, houses, or other property intended to be taken are situate; 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 extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence. And 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 twelfth day of November, 1863.

W. Rawlins, Winchester,

C. F. Fisher, Ventnor,

Solicitors for the Bill.

Simson, Trivill, and Wakeford, 1, Great College-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1864.

Lancaster Local Board of Health.

(Improved Water Supply; Construction of Reservoirs, Conduits, and other works; Power to take Lands and Waters; to levy Water and other rates and rents, and to alter existing rates; to raise money; to supply water out of district, and in places on the line of or near the proposed works; Extension of time for repayment of borrowed money; Confirmation of agreements; Powers to Local Board of Health of Poulton, Bare, and Torrisholme; Power to widen Streets; Sale by Corporation of Lancaster (as Trustees) of Lancaster Marsh; Repeal and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Mayor, Aldermen, and Burgesses of the Borough of Lancaster, in their capacity as the Local Board of Health for the District of the said borough of Lancaster (hereinafter called the Local Board), for leave to bring in a Bill, and to pass an Act for the following purposes, or some of them (that is to say), for better supplying with water the District of the Local Board (herein called the District), and the several townships and places of Skerton, Scotforth, Bulk, More-

cambe, Poulton-le-Sands, Bare, and Torrisholme, or some of them, and the several other places in or near the line of the mains, conduits, aqueducts, and works, hereinafter described, or some of them, all in the parish of Lancaster, in the County Palatine of Lancaster, and which said townships and places are herein referred to as "Places without the District," and for the purposes aforesaid, to enable the Local Board to construct and maintain the following works, or some of them (that is to say):—

First. An aqueduct, conduit, or line of pipes, commencing in the township of Over Wyersdale, in the parish of Lancaster, in the County Palatine of Lancaster, at a spring or stream on Tarnbrook Fell, called or known as Thrush Clough Stream, at or near a point between Little Hell Crag and Dimples Breast, six yards, or thereabouts, on the west side of a certain large stone marked with the letter L cut thereon, and twenty-six yards or thereabouts north of the point where Dimples Spring joins the said Thrush Clough Stream, and terminating in the township of Quernmore, in the said parish of Lancaster, at or in the building, reservoir, or gauge basin upon Appletree Fell, belonging to the Local Board, which said aqueduct, conduit, or line of pipes, will be situate in the said townships of Over Wyersdale and Quernmore, or one of them, and the said parish of Lancaster:

Secondly. An aqueduct, conduit, or line of pipes, wholly situate in the township of Scotforth and parish of Lancaster, commencing by a junction with the existing aqueduct or main pipe belonging to the Local Board, at or near the bend of the highway fifty-three yards or thereabouts north of Conder Mill, and terminating by junction with the reservoir or filter bed next hereinafter mentioned:

Thirdly. A reservoir, or filter-bed, wholly situate in the said township of Scotforth and parish of Lancaster, on a certain allotment or field on the north-east side of and adjoining the highway leading from the town of Lancaster to Over Wyersdale aforesaid, and opposite to the road leading from the said highway to Langthwaite Farm-house, which said allotment or field belongs to the trustees of a charity in Lancaster aforesaid, called Heysham's Charity, and is in the occupation of Charles Rowe:

Fourthly. An aqueduct, conduit, or line of pipes, wholly situate in the said township of Scotforth and parish of Lancaster, commencing at the last-mentioned reservoir or filter-bed, and terminating by a junction with the existing aqueduct or main pipe of the Local Board, in the said highway leading from the town of Lancaster to Over Wyersdale, at or near the point where the said highway is intersected by the highway or road leading from the village of Scotforth, in the said township of Scotforth, to Caton, in the said parish of Lancaster:

Fifthly. An aqueduct, conduit, or line of pipes, commencing by a junction with the existing conduit or pipe of the Local Board in Parliament-street, within the said borough of Lancaster, at or near a point opposite the dwelling house in the occupation of Mr. Thomas Gardner, and terminating in the highway leading from Lancaster aforesaid, to Poulton-le-Sands, in the said county, at or near a point in the Township of Skerton, in the said county, 20 yards westward of the lodge at Lune Villa, and which said aqueduct, conduit, or line of pipes, will be situate in the borough and township of Lancaster, and the township of Skerton, or one of them, and the said parish of Lancaster:

Sixthly. An enlargement or extension of the existing reservoir of the Local Board, for the purpose of receiving and impounding the water of the River Wyre and the tributaries thereof, wholly situate in

the said township of Over Wyersdale, and parish of Lancaster, upon the River Wyre, at or near Abbeystead, in the said township of Over Wyersdale, commencing at or near the existing embankment or weir, at the west end of the said reservoir, and extending up the said existing reservoir and the said river, in an easterly direction, to a point 715 yards or thereabouts, from the said existing embankment or weir, measured in a straight line from the centre thereof :

Seventhly. A fish pass or escape wholly situate in the said township of Over Wyersdale, and parish of Lancaster, commencing by a junction with the last mentioned reservoir, six yards or thereabouts from the east end of the south wing wall of the said embankment or weir, and terminating by a junction with the River Wyre, at or near the south abutment of the foot bridge, over the said river near the foot of the said existing embankment or weir :

Eighthly. All necessary and proper weirs, embankments, sluices, aqueducts, cuts, catch-water, and other drains, pipes, filtering beds, machinery, waste gates, gauges, regulating basins, approaches, and conveniences connected with the before mentioned reservoirs, pipes, conduits and other works, or any of them, in the said several parishes, townships, and places aforesaid, or any of them :

And it is also intended by the said Bill to enable the Local Board to make and effect a widening, diversion, and improvement of a certain street in the borough and town of Lancaster aforesaid, called "Market-street," between the King's Arms Hotel and the point where that street joins Fenton-street and Castle-hill, and also a widening, diversion, and improvement of a certain other street or road in the said borough and town of Lancaster, called "Meeting House Lane," between the junction of such street or road with Fenton-street and Market-street aforesaid, and the bridge carrying the said street or road over the Lancaster and Carlisle Railway, which said several widenings, diversions, and improvements will be wholly situate in the borough and township of Lancaster and parish of Lancaster :

And it is intended by the said Bill to confer upon the Local Board, powers for all or some of the purposes following (that is to say) :

To take and purchase, by compulsion or agreement, and to use any springs, streams, brooks, waters, and water-courses which can be diverted into the said several reservoirs, aqueducts, conduits, or pipes or any of them, and the rights and privileges incidental thereto; and also any houses, buildings, lands, and hereditaments, or rights and easements in or over lands and hereditaments within the said several parishes, townships, or places, and the rights and privileges incidental to such houses, buildings, lands and hereditaments, rights and easements, or any of them; and to vary or extinguish all existing rights and privileges connected with the said springs, streams, brooks, waters, water-courses, houses, buildings, lands and hereditaments, rights and easements so to be taken or used as aforesaid :

To impound, divert, and take the waters of the said River Wyre, and the Thrush Clough stream, the Little Hell Crag springs, the Thorn Crag springs, the Tarnsyke stream, the Tarnsyke, or Old Mill spring, and the Ward Stone springs, and the stream or several streams flowing down Thrush Clough, Tarnsyke Clough, and Stick Close Beck respectively, which are intercepted by the aqueduct, conduit, or line of pipes first hereinbefore mentioned, all in the township of Over Wyersdale, and parish of Lancaster aforesaid, and of the several tributaries of those streams and springs respectively, and all other waters and springs which now directly or derivatively flow or proceed into or supply the said

several streams and springs respectively, all of which waters now directly or derivatively flow into and supply the River Wyre, and also the reservoir upon that river called or known as the Compensation Reservoir, situate at or near Abbeystead aforesaid :

To lay down and maintain mains, conduits, culverts, pipes, drains, tunnels; and other works, for the conveyance of water through private lands, and in, along, or across all or any turnpike or other roads or highways, streets, passages, canals, railways, or rivers within the said several parishes, townships, or places hereinbefore mentioned, or any of them, and to break up, stop up, alter, or divert all or any turnpike roads, streets, highways; public or private roads within such parishes, townships, or places, or any of them which it may be necessary or proper to break up, stop up, alter, or divert for the purposes of the said aqueducts, reservoirs, conduits, and works or other purposes of the said Bill, or any of them :

To supply water within the district, and also in places without the district, and to levy and collect rates and rents for such supply of water, either within the district or in places without the district, and otherwise, for the purposes of the said Bill, and to alter existing water rates or rents now leviable or receivable by the Local Board, for the supply of water within the district, and to confer, vary, or extinguish exemptions from the payment of any of the before-mentioned rates and rents, and to confer, vary, and extinguish other rights, privileges, and exemptions :

To make further provisions for ascertaining the quantity of water supplied for other than domestic purposes, and for preventing the waste or misuse of water supplied by the Local Board, and for preventing and punishing fraud in the taking and using of water so supplied :

To enable the Local Board to apply to the purposes of the said intended Act or any of them any funds, or moneys, or rates, or rents belonging to them in respect of their existing waterworks or otherwise, or which they are or may be empowered to raise by rates or otherwise, under "The Public Health Act, 1848," "The Local Government Act, 1858," "The Lancaster Waterworks and Gas Act, 1852," "The Lancaster Waterworks and Gas Amendment Act, 1855," "The Public Works (Manufacturing Districts) Act, 1863," or any other Act or Acts, and to authorize the Local Board to raise additional funds for the purposes of the said intended Act or any of them, by borrowing on the credit of the works, rates, or rents, to be authorized by or arise under the said intended Act, or on the credit of any property of the Local Board, or of any rates or rents which they are or may be authorized to levy or receive or by bond or by way of annuity, and to enable the Local Board to levy rates and assessments upon the owners and occupiers, or owners or occupiers of houses, lands, tenements, and hereditaments within the district, for carrying into effect the purposes of the said Act, and to give additional powers for assessing, levying, and compelling payment of such rates and assessments, and to continue or alter the rates and assessments authorized to be taken under "The Public Health Act, 1848," "The Public Health Supplemental Act, 1849," "The Public Health Supplemental Act, 1853," "The Local Government Act, 1858," "The Local Government Act (1858) Amendment Act, 1861," "The Lancaster Waterworks and Gas Act, 1852," "The Lancaster Waterworks and Gas Amendment Act, 1855," and any other Act, and the Provisional Order relating to the district; and to levy new rates and duties, and to continue or to repeal, and to confer, vary, or extinguish exemptions from the payment of such existing and pro-

posed rates and duties, and to confer, vary, and extinguish other rights, privileges, and exemptions:

To confirm and give effect to an agreement entered into between the Local Board and Henry Garnett, Esquire, with reference to his right and interest in certain lands and waters required for the purposes of the said Act:

To confirm and give effect to certain other agreements entered into between the Local Board and the Local Board of Health for the district of Poulton, Bare, and Torrisholme, and the Guardians of the Poor of the Lancaster Union respectively, for a supply of water; to provide for the payment of such rents and sums of money as may be reserved or made payable by such agreements respectively, and to enable the said Local Board of Health for the district of Poulton, Bare, and Torrisholme, to levy rates and rents upon property within their district for securing payment of such rents or sums of money:

To enable the last-mentioned Local Board of Health to supply water within their district for other than domestic purposes:

To enlarge and extend the time for repayment of money borrowed or to be borrowed by the Local Board under the provisions of "The Lancaster Waterworks and Gas Act, 1852," "The Lancaster Waterworks and Gas Amendment Act, 1855," "The Public Health Act, 1848," "The Public Health Supplemental Act, 1849," "The Local Government Act, 1858," and "The Local Government Act (1858) Amendment Act, 1861," or any of them:

And so far as may be necessary for any of the purposes of the said intended Act, to alter or repeal the provisions of the said last-mentioned Acts or some of them:

And by the said Act provision will be made for enabling the Mayor, Aldermen, and Burgesses of the borough of Lancaster, in their capacity as trustees of Lancaster Marsh, to sell, and absolutely dispose of or mortgage, all or any part of the lands authorised to be inclosed, embanked, drained, or improved by them, under the powers and provisions of an Act passed in the 36th year of the reign of King George the 3rd, intituled "An Act for embanking, draining, and otherwise improving, a certain stinted pasture called Lancaster Marsh in the County Palatine of Lancaster," and to apply the money to arise from such sale or sales or mortgages, in or to the embankment, inclosure, drainage, and improvement of the said lands, and in paying off and discharging all sum or sums of money owing by the said trustees, and carrying the said Act more fully into effect, and to make provisions for the investment of the surplus moneys arising from such sale or sales, and the application of the interest and dividends of such moneys so to be invested, and for the general management of the said trust property; and so far as may be necessary for any of the purposes aforesaid, to alter, repeal, or amend, the said Act or some part or parts thereof:

And notice is hereby given, that on or before the 30th day of November instant, duplicate plans and sections, showing the lines, situation, and levels of the said works, together with a book of reference to such plans, describing the lands, houses, and other property to be taken for the purposes of the said Bill, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the County Palatine of Lancaster, at his office in Preston, in the said county, and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish, or extra-parochial place in or through which the said works are intended to pass, and in which any lands, houses, and other property intended to

be taken are situated, will, together with a copy of this notice, as published in the London Gazette, be deposited, in the case of a parish; with the parish clerk of each such parish, at his place of abode, and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 11th day of November, 1863.

Thomas Swainson, Lancaster, Town Clerk and Solicitor to the Local Board.

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

Totnes, Buckfastleigh, Ashburton, and Newton Junction Railway.

(Incorporation of Company; Construction of Railways from the South Devon Railway at Totnes to Buckfastleigh, Ashburton, and the South Devon Railway, near Newton Abbott; Working and Traffic Arrangements with the South Devon Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company (hereinafter called "The Company") for making and maintaining the railways and tramway hereinafter described, or some or one of them, together with all necessary and convenient stations, approaches, communications, and other works and conveniences connected therewith, that is to say:—

Firstly. A railway (No. 1) commencing in the parish of Little Hempston, in the county of Devon, by a junction with the "up" line of the South Devon Railway, at a point at or near the south-western end of the bridge, by which the last-mentioned railway crosses the river Dart, and terminating in the parish of Dartington, in the said county of Devon, at a point in a certain pasture field belonging to the Duke of Somerset, and in the occupation of William Ellis, and which field is bounded on the south-eastern side by the property of the South Devon Railway Company, and on the north-eastern side by the mill stream which runs out of the River Dart, and passes under the South Devon Railway, on the north-eastern side of the Totnes Station, and which said last-mentioned point is distant 128 yards, or thereabouts, north-west from the south-western-most corner of the goods' shed at the said Totnes Station, and which said railway (No. 1) will pass from, through, in, or into, or be situate in the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say:—Little Hempston, Berry Pomeroy, and Dartington, all in the said county of Devon.

Secondly. A railway (No. 2) commencing at the last mentioned terminus of the said intended railway No. 1, and terminating in the parish of Ashburton, in the said county of Devon, at a point at or near the easternmost corner of a certain orchard lying on the north-eastern side of the turnpike road leading from Totnes to the eastern end of a certain bridge over the River Dart, commonly known by the name of Dart Bridge, and situate partly in the said parish of Ashburton, and partly in the parish of Buckfastleigh, in the said county of Devon; and which said orchard is the property of Lord Cranstoun, and in the occupation of Jeffrey Berry, and which said point is distant 120 yards, or thereabouts, in a south-easterly direction from the

said eastern end of Dart Bridge, and which said railway No. 2 will pass from, through, in or into, or be situate in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Dartington, Rattery, Buckfastleigh, Staverton, and Ashburton, all in the said county of Devon.

Thirdly. A railway (No. 3) commencing at the last mentioned intended terminus of the said intended railway No. 2, and terminating in the said parish of Ashburton, at a point on the south-western side of, and abutting on a certain public road, which leads from about the centre of the principal street of the town of Ashburton, to Woodland, Torbryan, Ipplepen, and Broad-hempstone, and which last mentioned point is distant 210 yards, or thereabouts, when measured in a south-easterly direction along the said public road from the said principal street of the said town of Ashburton, and which said railway No. 3 will be situate wholly in the parishes of Ashburton and Staverton, in the said county of Devon, or one of them.

Fourthly. A railway (No. 4) commencing at the last mentioned intended terminus of the said intended railway No. 3, and terminating in the parish of Wolborough, in the said county of Devon, by a junction with the South Devon Railway, at a point 440 yards, or thereabouts, distant, in a south-westerly direction, from the bridge by which the last mentioned railway is carried over the River Teign, and which said railway No. 4 will pass from, in, through, or into, or be situate in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Ashburton, Bickington, Denbury, Woodland, Torbryan, West Ogwell, East Ogwell, Ilshington, Highweek, Newton Bushel, Teigngrace, Newton Abbot, otherwise Newton Abbott, and Wolborough, otherwise Woolborough, in the said county of Devon.

Fifthly. A railway (No. 5) commencing in the parish of Little Hempston, in the said county of Devon, by a junction with the South Devon Railway, at a point at or near the north-eastern end of the aforesaid bridge, by which the last-mentioned railway is carried over the River Dart, and terminating in the aforesaid parish of Dartington, by a junction with the said intended railway No. 2, at a point at, or near the centre of a meadow, bounded on the east by the private road leading to Dartington House from the Totnes and Ashburton Turnpike road, and bounded on the south by a stream or watercourse, which runs in a southerly and easterly direction, from a certain bridge, commonly known as Shinner's Bridge, and empties itself into the River Dart aforesaid, and which said meadow is the property of Arthur Champernowne, Esquire, and is occupied by Christopher Watson, and which said railway (No. 5) will be situate wholly in the said parishes of Little Hempston and Dartington.

Sixthly. A tramway to be worked by horse-power, commencing at the last-mentioned terminus of the said intended railway (No. 1), and terminating in the parish of Totnes, in the said county of Devon, at a point at or about the north-westernmost corner of a certain piece of pasture-land and timber yard, bounded on the north-eastern side by the River Dart, and on the north-western side by a wharf used for the deposit of copper ore, and in the occupation of the Wheal Emma Mining Company, and which said pasture land and timber yard is, or was lately, the property of John Newton and Samuel Gillham, and is occupied by John Thomas Tucker, and which said tramway will pass from, through,

in, or into, or be situate in the several parishes, townships, and extra parochial or other places following, or some of them, that is to say:—Dartington, Little Hempston, Berry Pomeroy, Totnes, and Bridgetown Pomeroy, all in the said county of Devon.

And it is also intended to confer upon the Company all or some of the powers 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, and easements over lands, 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 enable the Company on the one hand, and the South Devon Railway Company on the other hand, to enter into contracts, agreements, and arrangements with respect to the construction, working, and using of the intended railways and works, or any or either of them; and to authorise such last-mentioned Company to work and use the same, or some part or portions thereof, and to regulate and manage the traffic thereon, and to agree with the Company to be incorporated for the payment of certain tolls or sums of money for the use of the said intended railways and works, or some or one of them, or for the apportionment of the tolls and fares received on the said intended railways and works, or some or one of them; and to compel the said Company to book through from all stations and places on their system of railways, and to forward with due diligence passengers, goods, minerals, animals, and other traffic, to and over the proposed railways; 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 system of the said South Devon Railway Company; and to provide for the fixing, by arbitration or otherwise, the tolls and charges to be paid for such services, or the payment of the fixed sums in lieu thereof.

And it is also proposed by the said intended Act to alter, amend, enlarge or repeal, so far as may be necessary for the purposes aforesaid, the powers and provisions of the several local and personal Acts of Parliament relating to the South Devon Railway Company, or some of

them, that is to say: 7 and 8 Vic., cap 68; 9 and 10 Vic., cap. 402; 10 and 11 Vic., cap. 242; 14 and 15 Vic., cap. 53; 17 and 18 Vic., cap. 122; 20 and 21 Vic., cap. 8; 21 and 22 Vic., cap. 102; 23 and 24 Vic., caps. 10 and 103; and any other Act or Acts relating directly or indirectly to the said railway.

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

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 in the present year.

Dated this 12th day of November, 1863.

Kedgwin H. Gough, 44, Parliament-street,
Westminster.

Theodore Bryett, Totnes.

Birkdale Gas.

(Power for Local Board to construct Gas Works, and supply Gas; Power to take or lease land; Power to levy Rates; and for other purposes.)

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

To authorise and empower the local board for the township of Birkdale, to supply gas to the township of Birkdale, in the parish of North Meols and Ainsdale, in the township of Formby, in the parish of Walton-on-the-Hill, in the county of Lancaster, and the township of Formby.

To purchase compulsorily or by agreement, or take on lease, and to erect, construct, and maintain works for the manufacture and storing of gas, or other artificial means of illumination and other works, with all requisite buildings and conveniences, upon the following piece of land situate in the township of Birkdale, in the parish of North Meols aforesaid.

A plot of land belonging or reputed to belong to Thomas Weld Blundell, Esq., in the occupation of Thomas Heaton and Thomas Carr, bounded on the north-west by a road or lane,

there called Mill-lane; on the north-east by land belonging or reputed to belong to the said Thomas Weld Blundell, in the occupation of the said Thomas Heaton; on the south-east also by land belonging or reputed to belong to the said Thomas Weld Blundell, in the occupation of Thomas Carr; and on the south-west by land belonging or reputed to belong to and in the occupation of the said William Dutton, and which said plot of land contains altogether 7,200 superficial square yards or thereabouts.

To manufacture, sell, and dispose of the coke residuum and products arising from such manufactures, and to supply gas for public and private purposes, within the townships aforesaid.

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

To levy and collect rates or rents for the supply of gas, and for the use of meters, lamps, and other apparatus, to confer, vary, or extinguish exemptions from payment of rates or rents, and to confer, vary, or extinguish other rights and privileges, to confer upon the local board all necessary powers and authorities for the purposes of the said Act, and to authorise and empower the local board to enter into contracts for the supply of gas, with all corporations, public bodies, commissioners, companies, or persons, and to carry on all the business of a Gas Light and Coke Company.

To incorporate in the said intended Act, all or some of the provisions of "The Lands Clauses Consolidation Act, 1845;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Gas Works Clauses Act, 1847;" and "The Lands Clauses Consolidation Amendment Act, 1860," or some part thereof respectively, with such variations and alterations as may be necessary or expedient.

And notice is hereby further given, that on or before the 30th day of November, 1863, duplicate plans of the said lands proposed to be taken for the purposes thereof, together with books of reference to such respective 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 a copy of so much of the said plans and book of reference as relates to the township of Birkdale, in the parish of North Meols aforesaid, in which the lands, houses, and property proposed to be taken or appropriated are situated; and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the parish clerk of the said parish of North Meols, at his place of abode.

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 Honourable House of Commons.

Dated this 11th day of November, 1863.

Welsby and Hill, Solicitors, Southport.

Gregory, Rowcliffe, and Rowcliffe, Parliamentary Agents, 1, Bedford-row, London.

North Durham Railways.

(Powers to make and maintain Railways with Branches from Collierley, in the parish of Lanchester to Jarrow; from the North-Eastern Railway Company's Railway at Pelaw to the railway of the same Company at Jarrow; from Gateshead to Pelaw; from Crook Gate to Low Friar Side; from Jarrow Grange to Ellison-street, Jarrow; from the North Eastern Railway Company's Railway at Springwell Station to the Pontop and Jarrow Railway; from Springwell Cottage to Washington; Incorporation of Company; Purchase of Lands; Private Railways; Way-leaves; Working arrangements with North Eastern Railway Company; Facilities for Traffic to be afforded by the North Eastern Railway Company;)

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 make and maintain the railways hereinafter mentioned, all in the county of Durham, or some or one of them, with all the needful stations, junctions, sidings, quays, wharves, shipping places, staiths, works, approaches, and conveniences connected therewith respectively (that is to say):—

A railway commencing in the township of Collierley, in the parish of Lanchester, in the said county of Durham, at a point three chains or thereabouts to the north-west of a disused colliery pit called the Delight Pit, passing from, in, through, or into the several parishes, townships, and extra-parochial places of Lanchester, Benfieldside, Conside-cum-Knitsley, Cornsay, Ebchester, Esh, Green-croft, Healeyfield, Iveston, Lambley, Satley, Collierley, Chester-le-Street, Tanfield, Kyo, Billing-side, Medomsley, Birtley, Edmondsley, Lamesley, Ouston, Pelton, Plawsworth, Kimblesworth, Urpeth, Waldridge, Whickham, Whickham Fell-side Quarter, Jarrow, Harton, Hedworth, Monkton, Hedworth-Monkton-and-Jarrow, Heworth, South Shields, Boldon, East Boldon, Westoe, Marley Hill, Hedley, Hedley Fell, Ravensworth, Washington, Barmston, Great Usworth, Little Usworth, Usworth, and Kibblesworth, in the county of Durham, or some of them, and terminating in the township of Jarrow, or Jarrow Monkton and Jarrow, in the parish of Jarrow, in the said county of Durham, on the southern shore of the River Tyne, at a point thereon seven chains or thereabouts to the westward of the westernmost of the Jarrow Blast Furnaces belonging to the Jarrow Iron Company.

A railway wholly in the township of Collierley and parish of Lanchester, commencing by a junction with the last-mentioned intended railway, at or about the commencement of that railway, and terminating at or near South Pontop Colliery Screens, by a junction with the railway belonging to or used by John Bowes and partners.

A railway wholly in the township of Collierley aforesaid, commencing by a junction with the said first-mentioned intended railway, at or about its commencement and terminating by a junction with a railway used by the owners or lessees of South Medomsley Colliery, at or near the coal screens of that colliery, which screens are situate one furlong or thereabouts north-eastwards from Pontop High Stables.

A railway commencing in the township of Whickham, in the parish of Whickham, by a junction

with the intended railway first hereinbefore described, at or near the western side of the Lobley Hill-road, where the same is crossed by the existing Pontop and Jarrow Railway, near Crook Gate, passing from, in, through, and into the several parishes, townships, and extra-parochial places of Whickham, Whickham Fell-side Quarter, Chester-le-Street, Tanfield, Lanchester, Medomsley, Collierley, or some of them, and terminating in the township of Tanfield, in the parish of Chester-le-Street, near Low Friar Side, there to form a junction with a line authorised to be made by the North Eastern Railway Company to Conside, at or near a point marked 4 miles 6 furlongs on the deposited plans of that railway referred to in "The North-Eastern Railway Company's (Conside Branch) Act, 1862."

A railway wholly in the parish and township of Jarrow, or Jarrow Monkton and Jarrow aforesaid, commencing by a junction with the first-mentioned intended railway, at or near a point on the Pontop and Jarrow Railway, about one furlong and a half southward of the existing crossing by that railway of the public road leading from Nether Heworth to Jarrow, near Jarrow Grange, and terminating by a junction with the intended railway next hereinafter described at a point thereon, 15 chains or thereabouts westwards of Jarrow Grange aforesaid, measured towards Hebburn Colliery B. Pit.

A railway commencing in the township of Heworth, in the parish of Jarrow, by a junction with the main line of the North Eastern Railway at a certain point thereon one chain or thereabouts from the eastern end of the passenger platform at Pelaw station, measured in the direction of South Shields, passing from, in, through, and into the several parishes, townships, and extra-parochial places of Jarrow, Heworth, Hedworth, Monkton and Jarrow, Westoe, South Shields, Monkwearmouth, Fulwell, Southwick, Whitburn, South Shields, Harton, or some of them, and terminating in the township of Westoe, in the parish of Jarrow, in the borough of South Shields aforesaid, at a certain point thereon, three chains or thereabouts, measured from the level crossing of the road from Harton Colliery to Jarrow Docks, at the Jarrow Docks station in the direction of Gateshead.

A railway wholly in the township of Jarrow, in the parish of Jarrow, commencing by a junction with the first-mentioned intended railway at a point thereon at or about the commencement of the intended railway fifthly hereinbefore described, and terminating in, at, or near a certain field or brick flat belonging to Dame Sarah Caroline James, and occupied by James Hutchinson, and nearly opposite the west end of Ellison-street, Jarrow.

A railway commencing in the township of Gateshead, in the parish of Gateshead, at or near the south end of the Tyne-bridge, in the borough of Gateshead, passing from, in, through, and into the several parishes, townships, and extra-parochial places of Gateshead, Jarrow, Heworth or some of them, and terminating in the township of Heworth, in the parish of Jarrow, by a junction with the intended line of railway sixthly hereinbefore described, from Pelaw aforesaid to Jarrow Docks Station aforesaid, at or near a point thereon half a furlong or thereabouts north of Woodgate.

A railway commencing in the township of Monkton, or Hedworth-Monkton-and-Jarrow aforesaid, at a point on the Pontop and Jarrow Railway, 15 chains or thereabouts north eastwards from the point where the North Eastern Railway crosses under the same near Springwell Station, and passing from, in, through, and into the several parishes, town-

ships, and extra-parochial places of Jarrow, Monkton, Heworth, Hedworth-Monkton-and-Jarrow, or some of them, and terminating in the township of Heworth, in the parish of Jarrow, by a junction with the North Eastern Railway, one furlong and a half, or thereabouts, measured towards Gateshead, from the point where the Pontop and Jarrow Railway aforesaid crosses the same, near Springwell station, aforesaid.

A railway commencing in the township of Heworth, in the parish of Jarrow aforesaid, by a junction with the first beforementioned intended railway, as a point one chain, or thereabouts, measured southwards, from the place where the Pontop and Jarrow Railway crosses the Sunderland turnpike road, near Springwell Cottage, which said intended railway will be situate in, or pass from, in, through, or into the several parishes, townships, chapelries, and extra-parochial places following, that is to say: Jarrow, Heworth, Hedworth, Hedworth-Monkton-and-Jarrow, Boldon, East Boldon, Washington, Usworth, Great Usworth, Little Usworth, Barmston, Hylton, and terminating by a junction with the railroad in the township and parish of Washington aforesaid, belonging to William Stobart and Partners, and immediately adjoining the F pit, in the township and parish of Washington aforesaid.

To incorporate a Company, and to confer upon such company powers of acquiring, making, and maintaining the before-mentioned railways and works, or any of them, and of carrying into effect the several objects of the Bill.

To authorise the crossing on the level, or under or over, the diversion, alteration, or stopping up, whether temporarily or permanently, of roads, tramways, railways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said railways and works, to authorise the purchase of lands, houses, and other property compulsorily for the purposes of the said railways and works, and the purchase by compulsion or agreement of railways, wayleave rents, easements, rights and privileges, and to authorise the adoption and use for the purposes of the intended railways or any of them of any existing railways and tramways, and the acquisition compulsorily of all rights in or over the same, and to authorise the levying of tolls, rates, and charges in respect of the intended railways, shipping places, and other works, and the alteration of existing tolls and charges levied on any railways adopted or used for the intended railways, and to confer other rights and privileges on the Company to be incorporated.

To enable the intended Company on the one hand, and the North Eastern Railway Company 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 railways and works, to be made or maintained under the powers of the Bill, or any of them, or any part or parts thereof respectively by the North Eastern Railway Company, the supply of rolling stock and machinery, and the appointment of officers and servants for the conduct of the traffic of the said railways; the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic upon the undertakings of the contracting Companies, and to authorise the appointment of a joint Committee 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 North Eastern Railway Company to receive, book, and invoice through, forward, accommodate, and deliver at, to, or from the central station at Newcastle-upon-Tyne, the Gateshead Station, and the South Shields Station of the North Eastern Railway Company on and from the same, and at the warehouses and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the intended Company, and to provide accommodation for the clerks and servants of the Company, or persons at the said stations respectively; and to afford all other facilities for the traffic to and from the intended railways, and for the passage of their carriages and waggons 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, and of any other Acts relating to the North-Eastern Railway Company, namely: the Act (local and personal) 17 and 18 Vic., cap. 211; and will alter rates, tolls, and duties, and confer, vary, or extinguish exemptions from rates, tolls, and duties.

Duplicate plans and sections describing the lines situation, and levels of the railways and works to be made and maintained under the powers of the Bill, and the lands, houses, and other property which will or may be taken or used 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, 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 at Durham, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railways and works will be made or maintained, or in which are situate any lands, houses, or other property intended to be or which may taken or used, 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 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 13th day of November, 1863.

R. P. and H. Philipson, Newcastle-upon-Tyne, Solicitors for the Bill.

South Staffordshire Waterworks.

(New Works and Alterations and Extensions; Supply of Water from Bourn Brook, &c.; Extension of Limits of Supply; Powers of Supply to London and North-Western, Great Western, and Midland Railway Companies; Confirmation of Agreements with Wolverhampton New Waterworks Company; Increase of Capital and Borrowing Powers; Amendment of Acts.)

NOTICE is hereby given, that the South Staffordshire Waterworks Company intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the purposes following, or some of them, and to enable them to execute all or some of the following works, or some part or parts thereof respectively, that is to say:—

To make and maintain a reservoir in the township of Curborough and Elmhurst, in the parish of St. Chad, Lichfield, in the county of Stafford; and in the parishes of Longdon and King's Bromley, in the same county, or some or one of such parishes; such intended reservoir being situate on or near the course of the stream called Bourn Brook, which flows from a mill in the said township of Curborough and Elmhurst, called Seedy Mill, into the River Trent, and at or near the point below the said mill where the said stream crosses the turnpike road leading from the city of Lichfield to Abbotts Bromley, such crossing being between the third and fourth milestones on the said road counting from the said city, and there to take, divert, intercept, impound, and use for the purposes of the Company, and of the intended Bill, the waters of the said stream called the Bourn Brook, and the tributaries and offsets thereof flowing into, through, and near to the site of the said intended reservoir, and the waters of which stream or brook flow into the River Trent.

To make and maintain an aqueduct from and out of the said last-mentioned reservoir to the aqueduct and works of the said South Staffordshire Waterworks Company, in the city and county of the city of Lichfield, such intended aqueduct commencing on the south side of the said reservoir, and terminating by a junction in the parishes of St. Mary, Lichfield, and St. Chad, Lichfield, or one of them, in the said city and county of the city of Lichfield, with the aqueduct belonging to the said Company, which passes from their reservoir at Stowe to their pumping station at Sandfield, within the said city and county, such junction being formed at or near to the manhole belonging to the said Company, situate in the garden ground, in the parishes of St. Mary, and St. Chad, Lichfield, or one of them, in the said city and county of the city of Lichfield, in the occupation of George Lowe, which communicates with the said last-mentioned aqueduct.

To make and maintain a reservoir in Burntwood, in that part of the parish of St. Michael, Lichfield, which lies in the county of Stafford, such reservoir being situate to the east or south-east, and at the distance of one hundred and fifty yards, or thereabouts, from the engine-house of the Cannock Chase Colliery Company (Limited), in Burntwood aforesaid, of and belonging to the coal pits of that Company, known as No. 4 Pits.

To make and maintain an aqueduct from and out of such last-mentioned intended reservoir to the main aqueduct and works of the said South Staffordshire Waterworks Company, such last-mentioned intended aqueduct commencing on the east side of the said last-mentioned intended reservoir, and terminating by a junction with the main aqueduct of the South Staffordshire Waterworks Company, which passes from their pumping station at Sandfield, in the city and county of the city of Lichfield, to Walsall, in the county of Stafford, such junction being formed at a point

at or near to the siding on the South Staffordshire Railway, situate in the parish of Hammerwich, in the county of Stafford, called the Anglesey siding.

In connection with such new reservoirs, aqueducts, and other works before mentioned, to make and maintain such approaches, roads, shafts, wells, cuts, sewers, drains, tunnels, headings, embankments, engines, and other works and conveniences as may be found proper or expedient.

Which said reservoirs, aqueducts, and other works before mentioned, and also the lands and houses to be taken compulsorily, are or will be situated in and pass from, in, through, and into the several parishes, townships, and extra-parochial places of St. Michael, Lichfield; St. Chad, Lichfield, otherwise Stowe; St. Mary, Lichfield; Curborough; Elmhurst; Curborough and Elmhurst, Pipe-cum-Membris, Pipe, Pipe-hill, Hammerwich, Burntwood, Woodhouses, Longdon, King's Bromley, Cannock and Norton otherwise Norton Canes, or some of them, in the county of Stafford, and St. Michael, Lichfield; Pipe-hill, Burntwood, St. Chad, Lichfield, otherwise Stowe; St. Mary, Lichfield; the Close, Lichfield; the Friary, Fulfen; Curborough and Elmhurst, or some of them, in the city and county of the city of Lichfield.

And it is also intended to apply for the following powers, or some of them, that is to say:—

To purchase by compulsion, lands, houses, rights of water, and other property for the purposes of the said intended Bill; and to alter, stop up, or divert the line or level of any turnpike road, public carriage road, and highway, stream, or watercourse which it may be necessary to stop up, divert, or alter for the purposes of the aforesaid works, within the parishes, townships, and extra-parochial places aforesaid; and also to vary or extinguish any existing rights and privileges which would in any way impede or interfere with the construction of the said works, or the use of the waters proposed to be taken under the said Bill, and whether the same be enjoyed by any corporation, company, or person, under any Act of Parliament, charter, letters patent, or otherwise; and to alter rates or rents for the supply of water granted by the said Act, and to confer, vary, and extinguish exemptions from payment of rates, and to authorise the Company, to hold and purchase by agreement other lands, springs, and streams.

To incorporate with the said Bill "The Lands Clauses Consolidation Act, 1845," and "The Waterworks Clauses Acts, 1847 and 1863," or some part or parts thereof respectively.

To enable the South Staffordshire Waterworks Company to supply with water the parishes and places of Hammerwich, Burntwood, Norton, otherwise Norton Canes, Kingswinford, Great Barr, and Handsworth; the township of Pelsall, in the parish of Wolverhampton; and the extra-parochial place of Ogle Hay, all in the county of Stafford; in addition to the several parishes and places authorised to be supplied by the said "South Staffordshire Waterworks Act, 1853," and "The South Staffordshire Waterworks Amendment Act, 1857," and for that purpose to break up the streets and roads, and lay pipes, and to levy and receive rates or rents, and make contracts for the supply of water.

To enable the South Staffordshire Waterworks Company to make agreements with the London and North-Western Railway Company, the Great Western Railway Company, or with any one or more of such Companies, for a supply of water for the use of such railway companies respectively, within and beyond the limits within which the Company are authorised to afford a supply of water, and with the consent and under the superintendence of such

railway companies respectively, and of their respective engineers, to construct and maintain such works upon the lands of such railway companies respectively, and to lay and maintain such aqueducts, pipes, and other works and conveniences as may be necessary for affording such supply and giving effect to any such agreement or agreements, whether such pipes be laid or works made within or beyond the limits within which the Company are authorised to supply water.

To authorise the South Staffordshire Waterworks Company to increase their share capital and to raise further money for the general purposes of their undertaking by the creation of new shares or debenture stock, and by the exercise of a further power of borrowing on bond or mortgage, or by such other means as Parliament shall authorise, and to attach to all or some of such shares or stock a preference or priority of dividend over the existing shares and stock of the said Company, or a guarantee of interest (without prejudice, however, to existing preference shares or guarantees) on such terms and conditions as the Company may determine.

To alter the amount and distribution of the capital of the Company, and to enable the Company, if it shall be deemed expedient so to do, to convert all or any part of the share capital into stock, and to confer upon the Company other powers as to the creation, distribution and application of their capital, and to authorise the Company to cancel or merge any forfeited shares or unissued shares or stock, and to create and issue other shares or stock in lieu thereof, or otherwise, and to pay off, cancel, and discharge the existing preference shares of the Company, or any of them, and the arrears of interest or dividends thereon, and the liabilities incurred by the said Company or the directors thereof, and to apply for such purposes, or any of them, as much as may be necessary of the additional capital hereafter to be issued.

To alter, amend, and enlarge the powers of the said "South Staffordshire Waterworks Act, 1853," and "The South Staffordshire Waterworks Amendment Act, 1857;" or to repeal the said Acts, or one of them, and grant other and more effectual powers instead thereof.

To confirm an agreement or agreements between the Company and the Wolverhampton New Waterworks Company with reference to a supply of water to the last-mentioned Company, and as to the district within which each Company shall afford, or be precluded from affording a supply of water.

Duplicate plans and sections showing the line and levels of the proposed new reservoirs, aqueducts, and works, and describing the lands to be taken for the purposes thereof, and the streams to be directly diverted for the purposes of the waterworks, and plans describing the other lands and houses in respect of which compulsory powers of purchase will be sought, 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 houses respectively, 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 Stafford, at his office at Stafford, and with the Clerk of the Peace for the city and county of the city of Lichfield, at his office in Lichfield; and on or before the said 30th day of November instant a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes or extra-parochial places in or through which the said intended reservoirs, aqueducts, alterations, and works are intended to be made or be situate, or in which any lands and houses are situate, in respect of which compulsory powers of

purchase are sought, together with a copy of the Gazette notice, will be deposited as follows: in the case of parishes, with the parish-clerk of each such parish, at his residence; and in case of any extra-parochial place, then with the parish clerk of some parish adjoining thereto, 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 13th day of November, 1863.

Henry M. Wainwright, Dudley, Worcestershire, Solicitor for the Bill.

(Construction of a Floating Breakwater of wood or iron within the roadstead on the eastern side of Lundy Island in the Bristol Channel.)

NOTICE is hereby given, that it is intended to form a Company under the powers and provisions of "The Companies Act, 1862," for the construction and maintenance of a floating breakwater of wood or iron, of a length not exceeding one thousand seven hundred and sixty yards, and of such lesser length as may from time to time be considered expedient for the protection of vessels using the roadstead on the eastward side of Lundy Island in the Bristol Channel. And that application will be made by a memorial to the Lords of the Committee of Her Majesty's Council for Trade and Plantations, under the provisions of "The General Pier and Harbours Act, 1861," and "The General Pier and Harbours Act, 1861, Amendment Act," for a provisional order authorizing such works: which provisional order is intended to comprise powers for the construction and maintenance of such floating harbour, with buoys and moorings within and landward of the same, and for the levying at Lundy Island and elsewhere, of such rates and duties for the maintenance of such breakwater, as are specified in the schedule hereunder written, or such other or modified rates and duties as may be approved of by the Board of Trade, for the making of bye-laws for the management of such breakwater, for the regulation of the affairs of the intended Company, and for borrowing on mortgage or bond upon the security of such rates and duties to an extent to be limited by such order, with all usual and proper powers.

And notice is given, that a copy of this advertisement, with the schedule thereto, and of the plans, sections, and working drawings of the proposed works will, on or before the 30th November, 1863, be deposited at the office of the Clerk of the Peace for the said county of Devon, at Exeter, in the said county, and also with the proper officer at the Custom-house at Barnstaple, in the county of Devon, being the nearest Custom-house to Lundy Island, and all persons interested are at liberty pursuant to such Act, to inspect and make copies of or extracts from such plans, sections, or working drawings, and to forward objections to such schedule in writing to the Board of Trade, as by the Act is required.

And notice is further given, that printed copies of the proposed provisional order, will on or before the 23rd day of December, 1863, be deposited for public inspection, at the Custom-house, at Barnstaple aforesaid. And that printed copies will also, from and after the 23rd December, 1863, be furnished by the promoters or the undersigned, their solicitor, at the price of one shilling each, to all persons applying for them, at the office of the undersigned, at No. 60, Cornhill, London. And all persons having objections to offer to the said provisional order, must forward the same to the said Board of Trade, on or be-

fore the 31st of January, 1864, in writing, and the grounds of such objection must be therein distinctly set forth.

Dated the 18th day of November, 1863.

A. C. Hope, 60, Cornhill, London;

Solicitor for the Promoters.

Schedule of the tolls, rates, and duties proposed to be levied on vessels using the proposed floating breakwater, at Lundy Island.

For every ship or vessel which shall come to an anchor, or be otherwise moored within the portion of the roadstead protected by the said floating breakwater, the rates following:

During the first 48 hours, such sum as the Company may from time to time charge, not exceeding for each ton register, the sum of 4*d*.

For each 24 hours, or part of 24 hours, after the first 48 hours, not exceeding for each ton register the sum of 1*d*.

A. C. Hope.

Farnham, Aldershot, and Woking Junction Railway.

(Incorporation of Company for making Railway from Farnham to Aldershot and Pirbright, with Branch Lines to join the Reading and Reigate Branch of the South-Eastern Railway; Working and other Arrangements with London and South-Western and South-Eastern Railway Companies; Running Powers over the Railways of those Companies; Amendment of Acts, &c.)

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

To incorporate a Company (hereinafter called the Company) for the purpose of making the railways hereinafter described, or some part or parts thereof, together with all proper stations, works, conveniences, roads, and approaches connected therewith; viz:—

1. A railway, hereinafter described as railway (No. 1), commencing in the parish of Farnham, in the county of Surrey, by a junction with the Farnham and Alton Branch of the London and South-Western Railway, at or near to a bridge which carries the turnpike-road from Farnham to Guildford, over the said Farnham and Alton Branch Railway, and terminating in the parish of Aldershot, in the county of Southampton, on the south side of the Basingstoke Canal, at a point 50 yards or thereabouts eastwards of the Filtering Works belonging to the War Department, in or near to a place called "Thornhill Hollow," which railway will pass by, through, or into the several parishes or places of Farnham and Badshot, in the county of Surrey, and Aldershot, in the county of Southampton.

2. A railway, hereinafter described as railway (No. 2), commencing at or near the termination of the lastly described intended railway No. 1, and terminating in the parish of Pirbright, in the county of Surrey, by a junction with the main line of the London and South-Western Railway, at or near to the post which marks on the said London and South-Western Railway, twenty-nine miles and a-half distance from London, which railway will pass by, through, or into the several parishes or places of Aldershot and Farnborough, in the county of Southampton, and Ash and Normandy, Claygate, Worplesdon, Frimley, and Pirbright, in the county of Surrey, or some of them.

3. A railway, hereinafter described as railway (No. 3), commencing at or near the termination of the firstly described intended railway No. 1, and terminating in the parish of Ash and Normandy, in the county of Surrey, by a junction with the

Reading and Reigate Branch of the South-Eastern Railway, at or near a point 150 yards, or thereabouts, measured in a south-eastwardly direction from the gate-house of the level crossing over the said branch railway, the gate of which level crossing is numbered 39, which said railway will pass by, through, or into the parishes or places of Aldershot, in the county of Southampton, and Ash and Normandy, and Leal and Tongham, in the county of Surrey.

4. A railway, hereinafter described as railway (No. 4), commencing by a junction with the herebefore described intended railway No. 2, at a point in the parish of Ash and Normandy, in the county of Surrey, in a meadow or pasture field belonging, or reputed to belong, to Arthur Edwin Whieldon, Esq., and in the occupation of George Wray, which point is 200 yards, or thereabouts, measured in a south-westerly direction from the gate of the level crossing, numbered 41, on the said Reading and Reigate Branch of the South-Eastern Railway, and terminating by a junction with the said Reading and Reigate Branch Railway, at or near to a post on the said railway, which marks a distance of forty-nine miles and a quarter from London, which said intended railway will pass by, through, or into the parishes or places of Ash and Normandy, in the said county of Surrey, and Aldershot, in the said county of Southampton.

It is also proposed to confer on the Company all or some of the following powers, viz:—The purchasing, by compulsion or agreement, of lands, buildings, and hereditaments, for the purposes of the intended undertaking; the altering, diverting, crossing, or stopping up of all turnpike and other roads, highways, streets, railways, tramways, aqueducts, canals, and rivers, within or adjoining to the aforesaid parishes, townships, or other places, or any of them, with which it may be necessary to interfere in the construction of the intended works; the varying, repealing, or extinguishing all existing rights or privileges in any manner connected with the lands, buildings, and hereditaments proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges. The levying of tolls, rates, duties, and other charges for, and in respect of, the use of the intended railways and other works, and the conveniences and accommodations connected therewith, and to grant exemptions from such tolls, rates, duties, and charges. To alter existing tolls, rates, duties, and charges, and to grant exemptions from payment of existing tolls, rates, duties, and charges of other Companies, and to confer, vary, and extinguish other rights and privileges.

To enable the Company and the London and South-Western and South-Eastern Railway Companies (hereinafter called the two Companies), to enter into and carry into effect arrangements and agreements for, or with respect to, the conduct, regulation, management, interchange accommodation, and conveyance of the traffic of the said intended railways, and of all, or any, of the railways of the two Companies; and with respect to the tolls, charges, or other sum or sums of money to be paid for, or in respect of, the use of such railways, or of the traffic thereon; and with respect to the apportionment between the Company and the two Companies, of tolls and charges received in respect of traffic passing over the said intended railways, or over the railways of the two Companies, or any portion of those railways.

To empower the Company, and all persons and Corporations lawfully using the said intended railways, or either of them, or any part thereof

respectively, their officers and servants, to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic, upon such terms and conditions as, in default of agreement, shall be settled by the Board of Trade, or by arbitration, all, or any part of the railways of the two Companies, between the respective junctions of the intended railways with the railways of the two Companies, and the Farnham and Woking stations of the London and South-Western Railway Company, and the Ash, Aldershot, Farnborough, and Blackwater station of the South-Eastern Railway Company, and to use the said stations respectively.

Powers will be taken to vary and extinguish all existing rights and privileges which would interfere with its object, and the Bill will incorporate with itself the necessary provisions of the Companies' Clauses Consolidation Acts, 1845 and 1863, the Lands Clauses Consolidation Acts, 1845 and 1860, and the Railways Clauses Consolidation Acts, 1845 and 1863.

To alter, amend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts (local and personal) following, relating to the London and South-Western Railway Company, that is to say:—

The local and personal Acts, 4 and 5 William IV., cap. 88; 1st Vic., cap. 71; 1st and 2nd Vic., cap. 27; 2nd and 3rd Vic., cap. 28; 4th and 5th Vic., caps. 1 and 39; 7th and 8th Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9th and 10th Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10th and 11th Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 125, and 157; 51st 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, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 158, and 185; 25 and 26 Vic., caps. 42 and 152; and 26 and 27 Vic., caps. 90, 109, and 118; and all other Acts relating to the London and South-Western Railway Company.

To alter, amend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts (local and personal) following, relating to the South-Eastern Railway Company, and to the Reading, Guildford, and Reigate Railway Company, that is to say:—

6 Wm. IV., cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., sec. 2, cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; 24 and 25 Vic., caps. 12 and 191; 25 and 26 Vic., cap. 96; and 26 and 27 Vic., caps. 115 and 175; and all other Acts relating to the South-Eastern, and the Reading, Guildford, and Reigate Railway Companies, or either of them.

And notice is hereby given, that plans and sections of the said intended railways and works, and of the lands and property so proposed to be purchased and taken as aforesaid, together with a book of reference to such plans; and also a copy of this notice, as published in the London Gazette, together with a published map, with the lines of railway delineated thereon, will be deposited on or

before the 30th day of November in the present year, with the Clerk of the Peace for the counties of Surrey and Southampton, at their respective offices in Lambeth and Winchester; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes; and also a copy of the Gazette notice will be deposited with the parish clerk of such parish; at his place of abode, and as relates to any extra-parochial place or lands, with the clerk of some adjoining parish, at his place of abode.

And notice is hereby also given, that 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, 1863.

Dated this 14th day of November, 1863.

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

Nicholls and Potter, Farnham;

Hollett and Mason, Farnham, Solicitors to the proposed Bill.

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

Blyth and Tyne Railway (New Works).

(Abandonment of Blyth Harbour Branch.—New Branches to intended Dock at Blyth.—Extensions of Time in respect of Warkworth Extension, Walbottle Branch, Newbiggin Branch, and Tyne-mouth Docks Branch.—Arrangements with Blyth Harbour and Dock Company.—Subscription to, and Arrangements with, intended Dock at Blyth.—Subscription to, and Arrangements with, intended South Northumberland Railway Company.—Additional Share and Loan Capital, Preference Shares, Amendment of Acts, &c.)

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

To authorise the Blyth and Tyne Railway Company (in this notice called "The Company") to make and maintain the following railways and works, all in the county of Northumberland, with all proper and necessary works, stations, conveniences, and approaches connected therewith or incident thereto respectively.

To make and maintain a railway commencing by a junction or junctions with the Morpeth Branch of the Blyth and Tyne Railway, at a certain point thereon situate $27\frac{1}{2}$ chains, or thereabouts, southwards of Bebside station, in the township of Cowpen, in the chapelry of Horton, in the parish of Woodhorn, passing from, through, and into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Woodhorn, Horton, Cowpen, Earsdon, Newsham, and South Blyth, and terminating in the township of Newsham and South Blyth, in the parish of Earsdon, at Blyth Links aforesaid, at a certain point thereon two furlongs, or thereabouts, northwards of the Link House, and on the east side of the public road from Link House to Blyth. Also a railway wholly in the township of Cowpen aforesaid, commencing by a junction with the main line of the Blyth and Tyne Railway, at a certain point thereon two chains or thereabouts, measured towards Blyth, from the point at which the private branch railway from the Isabella Pit of Cowpen Colliery joins the Blyth and Tyne Railway, and terminating in the township of Cowpen aforesaid, by a junction with the last-mentioned intended railway, at a certain point thereon distant 11 chains or thereabouts, measured at right angles to the main line of the Blyth and

Tyne Railway, towards the south-east, from a point on the said main line distant 14 chains or thereabouts from the junction of the before-mentioned private branch railway with the said main line, measured along such main line towards Blyth.

To abandon the Blyth Harbour Branch, authorised to be made by "The Blyth and Tyne Railway Amendment Act, 1857," and secondly described in section 7 of that Act, and to authorise the re-sale of lands, and the variation or extinguishment of any rights, privileges, powers, or obligations in relation thereto.

To authorise the compulsory purchase of lands and houses required for the purposes of the intended railways and other works, and to authorise the Company to levy rates, tolls, and duties for the use of the said railways and other works.

To extend the time limited for the completion of the works of the Warkworth Extension Railway, authorised to be made by "The Blyth and Tyne Railway Amendment Act, 1857," and first described in section 7 of that Act, so far as relates to the portion of that extension between Hirst and the authorised termination of that extension railway in or near Warkworth Harbour, in the township of Amble, and parish of Warkworth.

To extend the time limited by "The Blyth and Tyne Railway Amendment Act, 1861," for the compulsory purchase of the lands and houses authorised to be taken by that Act, for the several railways and the works connected therewith, hereinafter more particularly described; and also the time limited by such Act for the completion of such several railways and the works connected therewith respectively, or any of them, that is to say—The railway known as the Walbottle Branch, being the railway thirdly described in the seventh section of that Act, and therein authorised to commence in the township of South Gosforth, in the parish of Saint Nicholas, and to terminate at or near the stream or rivulet called the Ouseburn, in the township of Butterlaw, and parish of Newburn, in the county of Northumberland; also the railway fourthly described in the said seventh section of the said Act, and therein authorised to commence by a junction with the authorised line of the Warkworth Extension of the Blyth and Tyne Railway, in the township of Bothal demesne, in the parish of Bothal, and to terminate in the village of Newbiggin-by-the-sea, in the township of Newbiggin, and parish of Woodhorn, all in the county of Northumberland; also the railway fifthly described in the said seventh section of the said Act, and therein authorised to commence by a junction with the Tyne-mouth Extension of the Blyth and Tyne Railway, in the township of Tynemouth, in the parish of Tynemouth, in the county of Northumberland, and to terminate in an intended dock, proposed to be constructed by the River Tyne Improvement Commissioners, in the said township of Tynemouth, and parish of Tynemouth, in the said county of Northumberland, and Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, or one of them.

To authorize agreements or arrangements between the Company and the intended Blyth Dock Company with reference to the dock and works called the Blyth Dock, and to authorize the Company to subscribe or contribute towards that dock, or advance money upon mortgage or bond, or to guarantee the principal and interest of any moneys to be advanced for or towards the construction of such dock, or otherwise to aid or contribute towards that construction, on such terms and conditions and subject to such arrangements with regard to the security of the money contributed or guaranteed, the construction or use of the docks, the levying or apportionment of rates and duties, or otherwise, as

may be agreed upon between the Company and the said intended Blyth Dock Company.

To authorize agreements or arrangements between the Company and the intended South Northumberland Railway Company, whose intended railway is proposed to join the Walbottle Branch of the Blyth and Tyne Railway at or near to Kenton Bankfoot, and to authorize the Company to subscribe or contribute towards such intended South Northumberland Railway, or advance money upon mortgage or bond, or to guarantee the principal and interest of any moneys to be advanced for or towards the construction of such last-mentioned railway, or otherwise to aid or contribute towards that construction, on such terms and conditions, and subject to such arrangements with regard to the security of the money contributed or guaranteed, the construction or use of the railway, the levying or apportioning of rates and duties, or otherwise, as may be agreed upon between the Company and the said intended South Northumberland Railway Company.

To require the said intended South Northumberland Railway Company to receive, book, and invoice through, forward, accommodate, and deliver at, to, or from all or any of the various stations to be constructed on their line, and at the warehouses and booking-offices thereof, all traffic, of whatever description, coming from or destined for the undertaking of the said Blyth and Tyne Railway Company, and to provide accommodation for the clerks and servants of the Company, or persons at the said stations respectively; and to afford all other facilities for the traffic to and from the intended railways, and for the passage of their carriages and waggons, 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.

To confirm any agreement between the Company and the Blyth Harbour and Dock Company, or between the Company and the intended Dock Company at Blyth, or between the Company and the said intended South Northumberland Railway Company.

To authorize the Company to raise additional money by the creation and issue of new shares or stock in the capital of the Company, and to attach, if they think fit, a preference or priority in payment of dividend over the ordinary capital of the Company, to the new shares or stock so created and issued, or such other privileges or advantages, or subject to such conditions as may be authorized by the Bill, and to authorize the Company to raise further sums of money on mortgage or by bond or debenture stock, and to make other arrangements with reference to the share and loan capital of the Company, or the augmentation thereof, and to authorize the application of any capital or money which can be raised under the powers of the existing Acts to any of the objects of the Bill.

To alter, amend, enlarge, or repeal some of the powers and provisions of "The Blyth and Tyne Railway (Consolidation and Extensions) Act, 1854;" "The Blyth and Tyne Railway Amendment Act, 1857;" "The Blyth Harbour and Dock Acts, 1858 and 1860;" and "The Tyne Improvement Act, 1861;" to alter rates, tolls, and duties authorized to be taken by the said Acts or any of them; to confer, vary, or extinguish exemptions from such rates, tolls, and duties, and to vary and extinguish all rights and privileges which will interfere with the objects of the 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 Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

On or before the 30th day of November instant; duplicate plans and sections describing the line and levels of the intended railways and works before described, also duplicate plans describing the lands and houses which will or may be taken for the purposes thereof, with books of reference to such respective plans containing the names of the actual or reputed owners, lessees, and of the occupiers of such lands and houses, and a published map, describing the general course or direction of the intended railways, and a copy of the notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Northumberland, at his office at Newcastle-upon-Tyne, and with the Clerk of the Peace for the borough and county of Newcastle-upon-Tyne, at his office at Newcastle-upon-Tyne; and on or before the same day, a copy of so much of the said plans, sections, and books of reference as relates to the respective parishes aforesaid, in or through which the intended railways and works before described will be made, or in which any lands and houses intended to be taken are situate, with a copy of the said notice, will be deposited with the Parish Clerk of each such parish at his residence; and in the case of any extra-parochial place, with the Parish Clerk of some adjoining parish, at his residence.

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

Dated this 14th day of November, 1863.

R. P. and H. Philipson, Newcastle-upon-Tyne, Solicitors for the Bill.

Tamar, Kit Hill, and Callington Railway Company (Limited).

(Incorporation of Company.—Construction of Railway.—Purchase of Lands.—Power to borrow Money, levy Rates, &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 to incorporate a Company for making and maintaining the railway hereinafter described, together with all necessary and convenient stations, approaches, communications, and other works; and to confer upon the intended Company, hereinafter called "The Company," all or some of the powers following: that is to say—

A railway commencing in the parish of Calstock, in the county of Cornwall, in a piece of ground adjoining the River Tamar, and now or lately occupied and used as a quay or quays by the Tamar Coal, Manure, and General Mercantile Company, and terminating in a field or close of land situate at or near the toll gate on the north side of the town of Callington, in the parish of Callington, in the county of Cornwall, now in the occupation of Mr. Richard Snell, and now or formerly called Skinner's Field; and the said intended railway is intended to pass through, in, or into the several parishes, townships, tithings, extra-parochial, or other places following, or some of them, that is to say, Kelly, Calstock, Albaston, Gunnislake, Chils-worthy, Latchley, Luckett, Stokeclimsland, Down-gate, Holmbush, Kelly Bray, and Callington, all in the said county of Cornwall.

To make lateral deviations from the lines of the said intended railway and works, to the extent and

within the limits described upon the plans hereinafter mentioned, or as may be prescribed by and provided for in the said intended Act.

To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike or other roads and highways, streets, railways, tramways, aqueducts, ways, streams, pipes, drains, sewers, canals, navigations, rivers, bridges, and other works, within the parishes and places aforesaid, or any of them, with which it may be necessary to interfere in the construction or for the purpose of the said intended railway and works.

To purchase, by compulsion or otherwise, lands, houses, and hereditaments, and easements over land, for the purpose of the said intended railway 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, and easements, or which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To levy tolls, rates, and duties for or in respect of the use of the said intended railway and works, or any or either of them, and to alter, vary, or extinguish exemptions from the payment of tolls, rates, and duties. To vary or extinguish all existing rights and privileges which would interfere with the objects of the said Bill or any of them, or with any such contracts, agreements, or arrangements, and to confer other rights and privileges.

To authorise contracts and agreements between the said Company and any other Company or Companies.

To enable the Company to apply for the purposes of the said intended Act, or any of them, any capital or fund now belonging to or authorised to be raised by them, and to raise further sums by the creation of new ordinary shares in their undertaking, and by borrowing money on mortgage, or by either of those means.

To incorporate with the said 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 Act Amendment Act, 1860," "The Railway Clauses Consolidation Act, 1845," and "The Railway Clauses Act, 1863."

And notice is hereby given, that on or before the thirtieth day of November, 1863, duplicate plans and sections describing the lines, situations, and levels of the intended railway and works, and the land, houses, and other property in or through which they 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 and also a published map with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office at Saint Austell, in that county; and on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the intended railway and works will be made, or in which any land, houses, or other property intended to be taken are situate, 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 extra-parochial place,

with the parish clerk of some parish immediately adjoining thereto, at his residence.

And on or before the twenty-third day of December, 1863, printed copies of the proposed Bill will be deposited in the Private-Bill Office of the House of Commons.

Edward Nicolls, Solicitor, Callington.

Henry Charles Elliott, Solicitor, 69, Lincoln's Inn Fields, London.

Neath and Brecon Railway.

(New Lines between Neath and Swansea, and Station at Swansea; Additional Rails on and user of Railways between Neath and Swansea, and to Swansea Docks; Agreements with other Companies; Amendment of Acts, &c.)

NOTICE is hereby given, that application will be made to Parliament in the next session for an Act to enable "The Neath and Brecon Railway Company" (hereinafter called "The Company") to effect the objects following, viz. :—

To make and maintain the railways following, or some of them, with all proper stations, approaches, sidings, works, and conveniences connected therewith respectively, that is to say;—

1. A railway commencing in the hamlet of Blaenhonddan, in the parish of Cadoxton-juxta-Neath, by a junction with the authorised line of the Neath and Brecon Railway at the point on the first sheet of the deposited plans of that authorised line denoting the distance of four furlongs from the Swansea and Neath Railway (such plans having been deposited under the title "Dulas Valley Mineral Railway," with the clerk of the peace of the county of Glamorgan, in the month of November, 1862), and terminating by a junction with the South Wales Railway at the south side of the bridge which carries that railway over the public road leading from Neath to Dyffryn, which intended railway and works will be wholly situate in the said hamlet of Blaenhonddan and parish of Cadoxton-juxta-Neath, in the county of Glamorgan.

2. A railway commencing by a junction with the South Wales Railway, 350 yards or thereabout north-eastward of the centre of the bridge by which that railway crosses over the Swansea Vale Railway, and terminating by a junction with the Swansea Vale Railway, 590 yards or thereabout south-westward of the centre of the same bridge, which intended railway and works will be wholly situate in the parish of Llansamlet, in the county of Glamorgan.

3. A railway commencing in the said parish of Llansamlet, by a junction with the Swansea Vale Railway at the point where the footbridge leading to the Middle Bank Copper Works is carried over that railway, thence crossing the river Tawe, and terminating in the parish of St. John, otherwise St. John-juxta-Swansea, by a junction with the South Wales Railway at the north end of the bridge by which the last-mentioned railway is carried over the road leading from Swansea to Hafod Ferry, sometimes called Pope's Works Ferry, which intended railway will pass from, in, through, or into, or be situate within the said parishes of Llansamlet, St. John, otherwise St. John-juxta-Swansea, and the town, borough, and franchise of Swansea, in the county of Glamorgan.

To make and maintain a station at Swansea, with sidings, approaches, works, and conveniences in connection therewith, on the site hereinafter described.

To purchase, by compulsion or agreement, lands and houses for the purposes of the said intended railways or any of them, and also for

station purposes in connection with the undertaking of the Company, or for a general or joint station, certain other lands and houses in the said borough and parish of Swansea, lying on the west side of and adjoining the Swansea Harbour Railway, and extending along that railway from the point where the same crosses over the Oystermouth Railway, at the south-west corner of the Float or North Dock, to a point opposite the north-west corner of the South Dock.

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

To cross, stop up, alter, or divert, temporarily or permanently, all turnpike and other roads, streets, railways, tramways, aqueducts, canals, rivers, streams, sewers, drains, and pipes within or adjoining the aforesaid parishes and places with which it may be necessary to interfere in the construction and use of the said intended railways, station, lands, and works.

To levy tolls, rates, and duties for or in respect of the use of the intended railways and works, to vary existing tolls, rates, and duties, and to confer exemptions from tolls, rates, and duties; and also to raise a further sum of money by the creation of new shares, with or without a guaranteed or preference dividend or other privilege attached thereto, and by borrowing on mortgage or otherwise, and to apply to the purposes of the intended Act such portion of their corporate funds as they may deem necessary.

To lay down rails adapted to the broad as well as to the narrow gauge on the proposed new railways secondly and thirdly hereinbefore described, and to repeal the provisions of the Company's Acts, 25 and 26 Vict., cap. 193, and 26 and 27 Vict., cap. 130, with respect to the gauge or portions of the railways authorised by those Acts.

To lay down and maintain additional rails in, upon, and over so much and such portions of the South Wales Railway as are situated between the termination of the said intended railway No. 1, and the commencement of the said intended railway No. 2; and between the termination of the said intended railway No. 3, and the South Wales Railway station at High-street, Swansea, and the coal-drops and shipping-places on the west side of the Float or North Dock at Swansea; and in, upon, and over the sidings, stations, shipping-stages, works, and conveniences connected with those portions of the South Wales Railway respectively, so as to adapt the said portions of the South Wales Railway, and the sidings, stations, shipping-stages, works, and conveniences connected therewith respectively, to the passage of and user by rolling stock on the narrow gauge as well as on the broad gauge.

To lay down and maintain additional rails in, upon, and over so much and such portions of the Swansea Vale Railway as are situated between the termination of the said intended railway No. 2 and the present, or any future terminus of the said Swansea Vale Railway, on the east side of Swansea Harbour; and in, upon, and over the terminal and other stations, sidings, works, and conveniences connected with such portion of the Swansea Vale Railway, so as to adapt the same, or so much thereof as may not have been so adapted, to the passage of and user by rolling stock on the broad gauge as well as on the narrow gauge.

To lay down and maintain additional rails in, upon, and over the Swansea Harbour Railway,

and the sidings, stations, shipping-stages, works, and conveniences connected therewith, so as to adapt the same, or so much thereof as may not have been so adapted, to the passage of and user by rolling stock on the narrow gauge as well as on the broad gauge.

And by the intended Act it is also proposed:—

To empower the Company, and all persons and corporations lawfully working or using their railways, or any part thereof, to run over, work, and use, by and with their officers and servants, engines and carriages, and for the purposes of traffic of every description, the before-described portions of the South Wales Railway and Swansea Vale Railway respectively, and also the Swansea Harbour Railway, and the railways of the Swansea Harbour trustees with the terminal and other stations, shipping-stages, sidings, hydraulic apparatus, cranes, hoists, machinery, works, and conveniences connected with the aforesaid railways and portions of railway respectively, and with the docks and shipping and landing-places at Swansea; and to require the Great Western Railway Company, the Swansea Vale Railway Company, the owners and lessees of the Swansea Harbour Railway and the Swansea Harbour trustees respectively, and the lessees and occupiers of dock frontage at Swansea, to afford all necessary facilities to the Company for the aforesaid purposes at mileage rates, or on such other terms and conditions as, in default of agreement, may be defined by the intended Act, or determined by the Board of Trade, or by arbitration.

To empower the Great Western Railway Company to run over, work, and use, by and with their officers and servants, engines and carriages, for the purposes of traffic of every description, the said intended railways, No. 2 and 3, and so much of the Swansea Vale Railway as is situate between those intended railways, and the stations, sidings, works, and conveniences, connected therewith respectively; and to require the Company and the Swansea Vale Railway Company respectively, to afford all necessary facilities to the Great Western Railway Company for that purpose, at mileage rates, or on such other terms and conditions as, in default of agreement, may be defined by the intended Act, or determined by the Board of Trade, or by arbitration.

To empower the Swansea Vale Railway Company to run over, work, and use, by and with their officers and servants, engines and carriages, for the purposes of traffic of every description, the said intended railway No. 3, so much of the South Wales Railway as extends from the termination of railway No. 3 to the station in High-street, in the town of Swansea, and to the western side of the Float or North Dock at Swansea, and also the Swansea Harbour Railway, and the railways of the Swansea Harbour trustees, and the stations, shipping-stages, sidings, hydraulic apparatus, cranes, hoists, machinery, works, and conveniences connected with the said Swansea Harbour Railway, the railways of the Swansea Harbour trustees, the intended railway No. 3, and portion of the South Wales Railway respectively, and with the docks and shipping and landing-places at Swansea; and to require the Company, and the Great Western Railway Company, and the owners and lessees of the Swansea Harbour Railway, and the Swansea Harbour trustees, respectively, to afford all necessary facilities to the Swansea Vale Railway Company for that purpose, at mileage rates, or on such other terms and conditions as, in

default of agreement, may be defined by the intended Act, or determined by the Board of Trade, or by arbitration.

To authorise and give effect to contracts and arrangements between the Company and all or any of the Great Western Railway Company, the Swansea Vale Railway Company, the owners and lessees of the Swansea Harbour Railway, and the Swansea Harbour trustees and their lessees, for or with reference to all or any of the objects aforesaid; the management, maintenance, working, and use of the whole or any part of the said intended railways of the Company, the whole or any part of the Swansea Harbour Railways, and of the railway of the Swansea Harbour trustees, the aforesaid portions of the South Wales Railway, and the aforesaid portion of the Swansea Vale Railway, respectively, and the stations, sidings, shipping-stages, hydraulic apparatus, cranes, hoists, machinery, works, and conveniences connected with such railways and portions of railways, respectively, the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from the aforesaid railways and portions of railway, stations, and other works, and from any traffic passing over any other lines of the said companies and parties, the contributions, payments, and allowances to be made and allowed by any or either of the said companies and parties to the other or others of them, for or with reference to or on account of all or any of the objects of the intended Act, or of any such contracts or arrangements, and the application thereof; the services, facilities, and accommodation to be afforded, made, and provided by all or any of the said companies and parties to or for the benefit of all or some one or more of them, and any matters incidental to or connected with the objects and purposes aforesaid.

To authorise the beforementioned companies and parties, or any or either of them, to levy tolls, rates, and duties upon and in respect of any railways, or portion, or portions of railway which, under the Act, or any such contract or arrangement, they respectively may run over, work, or use, and to alter the tolls, rates, and duties which the said companies and parties respectively are now or may hereafter be authorised to levy upon, or in respect of, the railways belonging or leased to, or worked by them, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To enable the Company and the Great Western Railway Company, the Swansea Vale Railway Company, the Vale of Neath Railway Company, the Swansea Harbour trustees, and the Llanelly Railway and Dock Company, or any two or more of them (of whom the Company shall be one) to make, enter into, and carry into effect contracts and agreements with respect to the joint and several construction, use, maintenance, ownership, management, division, and appropriation of a general or joint station at Swansea, with suitable accommodation for the traffic, whether in passengers, goods, or minerals of the companies and parties who may make and enter into any such contract or agreement, and with respect to the contribution of funds and purchase of land for the purposes of such general or joint station.

To enable the said companies and parties respectively to apply their corporate funds for any of the purposes aforesaid, and of any such contracts or arrangements, and to vary or extinguish all rights and privileges which would interfere with the objects of the intended Act, or of any

such contract or arrangement, and to confer other rights and privileges.

To alter, amend, extend and enlarge, or repeal all or some of the provisions of the local and personal Acts; 5 and 6 Will. IV., cap. 7; 18 and 19 Vict., cap. 98; 26 and 27 Vict., cap. 198, and of all other Acts relating to the South Wales Railway, and the Great Western Railway Company; 17 and 18 Vict., cap. 126; 20 and 21 Vict., cap. 142; 24 and 25 Vict., cap. 222; and 25 and 26 Vict., cap. 167, relating to the Swansea Harbour Railway; 20 and 21 Vict., cap. 142, and of all other Acts relating to the Swansea Harbour trustees; 9 and 10 Vict., cap. 31, and of all other Acts relating to the Vale of Neath Railway Company; 9 Geo. IV., cap. 91, and of all other Acts relating to the Llanelly Railway and Dock Company; 18 and 19 Vict., cap. 60; 19 and 20 Vict., cap. 95; 22 Vict., cap. 2; and 24 and 25 Vict., cap. 162, relating to the Swansea Vale Railway; and 25 and 26 Vict., cap. 193; and 26 and 27 Vict., cap. 130, relating to the Neath and Brecon Railway.

The intended Act will incorporate all or some of the provisions of "The Companies Clauses Consolidation Acts, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act Amendment Act, 1860;" "The Railways Clauses Consolidation Acts, 1845;" and "The Railways Clauses Act, 1863."

Maps, plans, and sections, showing the lines and levels of the said intended railways and works, and describing the lands intended to be taken, under the powers of the intended Act, together with books of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited, on or before the 30th day of November in the present year, with the clerk of the peace for the county of Glamorgan, at his office at Cardiff; and so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said railways and works are proposed to be made, and within which such lands are situate, and also a copy of the said Gazette notice will be deposited, on or before the 30th day of November in the present year, with the parish clerk of each such parish at his residence, and, in the case of any extra parochial place, with the parish clerk of some immediately 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 next.

Dated this 19th day of November, 1863.

Green and Alin, 10, Angel-
court, Throgmorton-street,
London,
Whittington and Gribble, Bristol,
Muggeridge and Bell, 26, Duke-street,
Westminster, Parliamentary Agents.

In Parliament, Session 1864.

Aldborough Pier and Railways or Tramways.
(Incorporation of Company; Construction of Pier and Railways or Tramways; Arrangements with Great Eastern Railway Company; Subscription by Corporation of Aldborough; 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 (hereinafter called the Company) and to confer upon the Company all or some of the powers following, viz. :—

No. 22791.

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1. To make and maintain a railway or tramway with all necessary stations, sidings, approaches, works, and conveniences, situate wholly in the parish of Aldborough, otherwise Aldeburgh, otherwise Aldeburgh cum Haslewood, and county of Suffolk, commencing by a junction with the Aldborough branch of the Great Eastern Railway at or near the southern end of the passenger station at Aldborough, and terminating on the shore of the German Ocean at the southern end of the town of Aldborough, at or about 300 feet due south of the existing life-boat house at Aldborough.

2. To make and maintain a railway or tramway with all necessary stations, sidings, approaches, works, and conveniences, situate wholly in the said parish of Aldborough, otherwise Aldeburgh, otherwise Aldeburgh cum Haslewood, and county of Suffolk, commencing by a junction with the last-mentioned intended railway or tramway, at or near a point on the driftway or roadway leading towards the River Alde, and lying 300 feet to the westward of the ropery at the southern end of the town of Aldborough, and 450 feet or thereabouts from the point where the said driftway or roadway runs out of the public road leading from the southern end of the town of Aldborough to the Gas Works and Town Marsh, and terminating at or near the south eastern corner of Hunt's Shipyard, at Slaughden, in Aldborough.

3. To make and maintain a pier or jetty, with all proper and convenient approaches, landing-places, wharves, quays, jetties, embankments, culverts, machinery, works, and conveniences connected therewith, situate wholly in the parish of Aldborough, otherwise Aldeburgh, otherwise Aldeburgh cum Haslewood, and county of Suffolk, commencing on the shore of the German Ocean at the southern end of the town of Aldborough, at a point about 300 feet due south of the existing life boat house at Aldborough, and running out to sea in an easterly direction, terminates about 520 feet or thereabouts from high-water mark.

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

To levy tolls, rates, and duties in respect of the said pier and railways, or tramways and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer and extinguish exemptions from payments of tolls, rates, and duties.

To enable the Company on the one hand, and the Great Eastern Railway Company on the other hand, from time to time, to enter into arrangements and agreements with respect to the working, use, management, and maintenance by the Great Eastern Railway Company of the said intended pier, and railways or tramways, or any or either of them, and the supply of rolling stock and machi-

nery, and of officers and servants, for the conduct of traffic on the said intended pier, or railways or tramways, or any or either of them, the payments to be made, the conditions to be performed with respect to such working, use, management, and maintenance, and the collection, appropriation, apportionment, and distribution of the revenues arising therefrom, and all incidental matters connected therewith. To make provision for facilitating the interchange and transmission of all traffic whatsoever to, from, and over the said intended pier and railways or tramways, and to secure through booking to, from, through, and over the said pier and railways or tramways respectively, and for fixing, ascertaining, limiting, reducing, and settling the tolls, rates, and charges to be levied or charged, or other terms and conditions to be imposed for or in respect of any of the purposes aforesaid as may be necessary, and to authorise the Company and the Great Eastern Railway Company from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm such agreements as may be entered into, and in default of agreements, to confer all necessary powers for effecting the objects aforesaid, or any of them.

To empower the bailiffs and burgesses, or Corporation of Aldborough, to contribute, subscribe to, and to take and hold shares in the undertaking of the Company, to appoint a director or directors of the Company, to take and hold shares in payment for the corporation lands which may be required for the purposes of the Company, and to confer, vary, and 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 of some of the several local or personal Acts of Parliament following (viz.): The Great Eastern Railway Act, 1862; The Eastern Counties (Epping Lines) Act, 1862; The Eastern Union Railway Act, 1862, and the 26 and 27 Vic., caps. 83, 178, 190, and 225.

Duplicate plans and sections showing the line and levels of the said intended pier and railways, or tramways and works, and the lands in or through which the same are intended to be made, together with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Suffolk, at his office, Bury St. Edmund's, in the said county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish, division of parish, or extra-parochial place, in or through which the said intended pier, railways or tramways and works will be made, together with a copy of the said Gazette Notice, will be deposited for public inspection with the parish clerk, or division of parish, at his residence, or in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 12th day of November, 1863.

Henry Moon, 6, Manchester-buildings,
Westminster, Parliamentary Agent

In Parliament.—Session, 1864.

London Necropolis and National Mausoleum.
(Extension of Time for Sale of Surplus Lands;
Amendment of Acts, and other purposes.)

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 extend and enlarge the time limited by the 1st section of "The London Necropolis and National Mausoleum Amendment Act, 1855," for the Sale and Conveyance of the lands set forth in the Schedule to that Act.

And so far as may be necessary for the purposes of the said intended Act, power will be taken to alter, amend, enlarge, or repeal, "The London Necropolis and National Mausoleum Act, 1852," and "The London Necropolis and National Mausoleum Amendment Act, 1855," or some part or parts thereof, respectively.

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 the 10th day of November, 1863.

Harrisons, 5, Walbrook, London,
Solicitors.

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

Tottenham and Hampstead Junction Railway
(Alexandra Park Extensions).

(Construction of New Railways to Alexandra Park and the Great Northern Railway at Colney Hatch; Powers to raise and apply Capital; Powers to the Great Eastern, London and North-Western, Great Northern, and Edgware, Highgate, and London Railway Companies to Subscribe, &c.; and to raise Further Moneys; Working Arrangements with those Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Tottenham and Hampstead Junction Railway Company (hereinafter called the "Company") for an Act for the following purposes, or some of them.

To authorise the Company to make and maintain the railways hereinafter mentioned, 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 St. Mary, Islington, in the county of Middlesex, by a junction with the railway No. 1, mentioned in the 21st section of "The Tottenham and Hampstead Junction Railway Act, 1862," in a field in the occupation of Ann Hovell, situate on the north-east side of the Holloway-road, and opposite St. John's Church, which field is numbered 141 in the said parish on the plans deposited, as in that Act mentioned, and terminating in the parish of Hornsey, otherwise St. Mary, Hornsey, in the said county, at or near the garden of a house and premises known as Bath Lodge, belonging to Edmund Weston, Esq., and in the occupation of William Lawley, Esq., which garden is situate on the north side of Muswell-hill, and 33 yards or thereabouts eastward of the public-house called or known as the Green Man, which said intended railway 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: St. Mary Islington, Hornsey, otherwise St. Mary, Hornsey, and St. Mary, Stoke Newington, all in the county of Middlesex.

A railway (No. 2) commencing in the parish of Hornsey, otherwise St. Mary Hornsey, by a junction with the intended railway No. 1, at the termination thereof, as hereinbefore described, and terminating in the parish of Edmonton, in the county of Middlesex, by a junction with the main line of the Great Northern Railway at a point thereon eight yards or thereabouts southward of

the footbridge over that railway, at the Colney Hatch and Southgate Station thereof, 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: St. Mary, Islington, Hornsey, otherwise St. Mary Hornsey, St. Mary Stoke Newington, St. James, Clerkenwell, Fryern Barnet, Tottenham, otherwise All-hallows, Tottenham, and Edmonton, all in the county of Middlesex,

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, aqueducts, canals, streams, drains, pipes, 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 purpose 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 Company to apply to the purposes of the proposed railways and works their corporate funds, and for those purposes; and also for the purposes of their authorised undertaking to raise further money by borrowing on mortgage or bond, and by the creation of new shares and capital of the Company, and either of one class and with like privileges, or of several classes and with different privileges, and either as separate shares or capital, or loan, or as part of their general shares and capital and loan, or in both those modes, and with or without a preference, priority, or guarantee of interest, or dividend, and other special privileges.

To enable the Company, on the one hand, and the Great Eastern Railway Company, the London and North-Western Railway Company, the Great Northern Railway Company, and the Edgware Highgate and London Railway Company, or any or either of such Companies, on the other hand, to enter into and carry into effect arrangements and agreements with reference to the working by any of such Companies of the authorised and intended railways and works of the Company, or any part or parts thereof respectively, 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 said authorised and intended railways and works respectively, or any part or parts thereof, the payment of a fixed or contingent rent, and the use of the said authorised and intended railways and works, or any or either of them, or any part or parts thereof respectively, and for the appointment of a joint committee or joint committees to carry out such arrangements or agreements.

To empower the Great Eastern Railway Company, the London and North-Western Railway Company, the Great Northern Railway Company, and the Edgware Highgate and London Railway Company, or any or either of such Companies, by themselves or their nominees, to take and hold shares in and subscribe towards the authorised and intended undertaking of the Company, or any part or parts thereof respectively, 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, and to advance and lend money to the Company, and for those purposes to raise money by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee in payment of interest or dividend, or other special privileges, and by borrowing on mortgage or bond, and to enable the Great Eastern Railway Company, the London and North-Western Railway Company, the Great Northern Railway Company, and the Edgware Highgate and London Railway Company, or any or either of such Companies, to appoint Directors of the Company.

To sanction, confirm, and give effect to contracts and arrangements between the Company and the Great Eastern Railway Company, the London and North-Western Railway Company, the Great Northern Railway Company, and the Edgware Highgate and London Railway Company, or any or either of such Companies, for all or any of the purposes of the intended Act.

To incorporate with the intended Act 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."

To alter, amend, extend, and enlarge, and if need be to repeal all or some of the provisions of the following local and personal Acts, or some of them; that is to say: "The Tottenham and Hampstead Junction Railway Act, 1862;" "The Tottenham and Hampstead Junction Railway Act, 1863;" "The Great Eastern Railway Act, 1862;" "The Eastern Counties Railway (Epping Lines) Act, 1862;" "The Eastern Union Railway Act, 1862;" "The Great Eastern Railway (Additional Powers) Act, 1863;" and any other Acts relating to the Great Eastern Railway Company; the 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, 249, 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 134; 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. 46, 55, 66, 78, 98, 104, 118, 148, 171, 176, 198, 200, 208, and 209; and 26 and 27 Vict., caps. 5, 77, 108, 177, and 217, relating to the London and North-Western Railway Company, and any

other Acts relating to that Company; also the Acts 9 and 10 Vict., caps. 71 and 88; 10 and 11 Vict., caps. 113, 125, 146, 140, 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. 44 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; 23 Vict., cap. 35; 23 and 24 Vict., cap. 168; 24 and 25 Vict., cap. 70; 25 and 26 Vict., caps. 1 and 46; 26 and 27 Vict., caps. 147 and 191; relating to the Great Northern Railway Company; and any other Acts relating to the Great Northern Railway Company, and "The Edgware Highgate and London Railway Act, 1862."

Plans and sections relating to the said intended railways and works, and book of reference to such plans, 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, 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, in the same 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 or through which the said intended railways and works are proposed to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection as follows (that is to say): As to the parish of St. Mary, Islington, with the vestry clerk of the same parish, at his office, Vestry Hall, Upper-street, Islington; as to the parish of St. James, Clerkenwell, with the vestry clerk of the said parish, at his office, at 23, Upper Rosomon-street, Clerkenwell; as to the parish of St. Mary Stoke Newington, with the clerk of the Board of Works for the Hackney district, at his office, at the Townhall, Church-street, Hackney; and as to each other parish, with the parish clerk thereof, 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 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 19th day of November, 1863.

Hodding, Townsend, and Co., 3, Princes-street, Westminster;

H. Toogood, 16, Parliament-street, Westminster;

Solicitors for the intended Act.

H. and W. Toogood, 16, Parliament-street, Westminster, Parliamentary Agents.

Market Harborough and Melton Mowbray Railway.

(Incorporation of Company, Railway from Market Harborough to Melton Mowbray; Powers to London and North-Western and Midland Railway Companies; 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 (herein referred to as "the Company") with power to effect the following objects, or some of them, that is to say:

To make and maintain a railway, with all necessary works, stations, approaches, and conveniences connected therewith, commencing in the parish of Ashley, in the county of Northampton, by a junction with the Rugby and Stamford Line of

the London and North-Western Railway Company at a point about 14 chains eastward of the east end of the passenger platform of the Medbourne-bridge station on that line, thence passing through and into the parishes, townships, and places following, or some of them, that is to say: Weston-upon-Welland and Ashley, in the county of Northampton, and Medbourne Welham, otherwise Welhandham, Slawston, Blaston St. Michael, Blaston St. Giles, Hallaton, Horninghold, Allextion, East Norton, Tugby, Skeffington, Lodington, Withcote, Laund, Tilton, Halstead, Marefield, Whadborough, Ouston or Owston, Newbold, Loseby, otherwise Lowesby, Cold Newton, Twyford, South Croxton, Thorpe, Satchville, Burrow or Burrough-on-the-Hill, Ashby-Folville, Gaddesby, Great Dalby or Dalby Magna, Little Dalby, Somerby, Kirby, Bellars, Burton, Lazars, Sysonby, Melton Mowbray, Eye Kettleby, Freeby, Welby, Ashfordby or Asfordby, and Saxelby, in the county of Leicester, and terminating in the said parish of Melton Mowbray by a junction with the Syston and Peterborough branch of the Midland Railway Company at a point about 5 chains to the westward of the first road-bridge over that branch railway west of the Melton Mowbray station thereon.

To purchase by compulsion, or otherwise to acquire, lands, houses, and other property for the purposes of the said intended railway and works, and 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, streams, watercourses, canals, drains, pipes, and aqueducts, so far as may be necessary or convenient, in constructing and maintaining the said intended railway and works connected therewith.

To levy tolls, rates, duties, and charges upon or in respect of the said intended railway and works; to grant exemptions from the payment of such tolls, rates, duties, and charges, and to raise capital by shares and by borrowing for the purposes of the said Act.

The intended Act will enable the Company on the one hand, and the London and North-Western Railway Company, and the Midland Railway Company, or either of them, on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, and maintenance of the whole or any portion of the intended railway and works; and with respect to the traffic passing over the railways of the contracting Companies, or any part of them, the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenue to be levied, taken, and received for, or in respect of, such traffic, and the supply and maintenance of engines, stock, and plant.

And the intended Act will amend some of the powers and provisions of the several Acts of Parliament following, or some of them, viz.: (local and personal) 9 and 10 Vic., cap. 204, and of all other Acts relating to the London and North-Western Railway Company, and 7 and 8 Vic., cap. 18, and of all other Acts relating to the Midland Railway Company.

Duplicate plans and sections, describing the line, situation, and levels of the proposed railway and works, and the lands, houses, and other property which may 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 occupiers of such lands and houses and other

property; and also a published map with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1863, be deposited for public inspection with the Clerk of the Peace for the county of Leicester, at his office in Leicester, and with the Clerk of the Peace for the county of Northampton, at his office in Northampton. And on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each of the aforesaid parishes will, together with a copy of this notice, be deposited for public inspection with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of the immediately 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 14th day of November, 1863.

Gregory and Champion, 17 and 18, Clements' Inn, London.

Wilkinson and Leather, 44, Lincoln's-inn-Fields, London, Solicitors.

North and South Western Junction Railway. (Extensions to Kew and Richmond—Additional Lands—Further Capital—Provisions affecting the London and South Western Railway Company—Powers to the London and South Western, the London and North Western, the North London, and the Hammersmith and City Railway Companies, to enter into Working Arrangements, and to subscribe and appoint Directors of the Company—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by the North and South Western Junction Railway Company (hereinafter called the Company) for an Act for the following purposes, or some or one of them (that is to say)—

To authorise 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 Ealing, in the county of Middlesex, by a junction with the main line of the Company, at or near a point thereon 700 yards, or thereabouts (measured along that main line) north-eastward of the bridge which carries Gunnersbury-lane over the said last-mentioned line, and terminating in the parish of Chiswick, in the county of Middlesex, at a point in a market garden in the occupation of Edward Poole, on the northern side of, and adjoining the loop-line of the London and South-Western Railway Company, and about 200 yards northwards of the dwelling-house of the said Edward Poole, which said intended railway No. 1 will be made or pass in, from, or through the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Ealing, Acton, and Chiswick, all in the county of Middlesex.

A railway (No. 2) commencing by a junction with the intended railway (No. 1), at or near the termination thereof as above defined, in the parish of Chiswick, in the county of Middlesex, and terminating in the parish of Richmond, in the county of Surrey, at a point in a field occupied by Richard Stanford and Joseph Starkie, on the north side of the road leading from Richmond to Mortlake, and about 40 yards westward of the point where

Sandy-lane crosses the said road; and which 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, Chiswick, in the county of Middlesex; and Kew, Mortlake, and Richmond, in the county of Surrey.

A railway (No. 3) commencing by a junction with the said intended railway (No. 2), in or near the termination thereof, as above defined, in the parish of Richmond, and terminating on the eastern side of Upper Hill-street, in the town of Richmond, at a point about 30 yards northward of the point where Upper Hill-street and the Lower-road unite, and which said intended railway (No. 3) will be situate wholly in the parish of Richmond, in the county of Surrey.

A railway (No. 4) commencing by a junction with the intended railway (No. 2), at or near the termination thereof, as above defined, in the parish of Richmond, and terminating by a junction with the railway of the London and South-Western Railway Company, at or near a point thereon, at or near the eastern end of the up-line passenger platform of the Richmond station of that railway; and which said intended railway (No. 4) will be wholly situate in the parish of Richmond, in the county of Surrey.

And a railway (No. 5) commencing in the parish of Mortlake, in the county of Surrey, by a junction with the London and South-Western Railway Company's Richmond line, at a point thereon 150 yards, or thereabouts, eastward of the point where such line crosses on the level a certain road or lane in Richmond called Black-horse lane, and terminating in the parish of Richmond, in the county of Surrey, by a junction with the said intended railway (No. 3), at a point on the north side of the Marsh Gate-road, 33 yards, or thereabouts, eastward of an occupation, way, or footpath running between Belvidere-place and Peldon, which said intended railway (No. 5) will be made, or pass in, from, through, or into the parishes following, that is to say:—Richmond and Mortlake, in the county of Surrey.

To enable the Company to purchase and take, by compulsion or agreement, lands and houses for all or any of the purposes aforesaid, and also for purposes connected with their undertaking, the lands following, or some of them, that is to say:—

Certain lands in the parish of Hammersmith, in the county of Middlesex, lying together, and adjoining and on the south-eastern side of the Company's railway, the London and North-Western railway, and the West London railway, extending from a point near to where the Company's railway crosses the Paddington canal to the south point of a triangular field, belonging to the London and North-Western Railway Company, and in the occupation of Thomas Morgan.

Certain lands in the parish of Acton, in the county of Middlesex, lying on the east side of and adjoining the Company's station and main line, and between the road leading from the level crossing at the Acton station, and the Uxbridge Turnpike-road.

Certain lands in the parish of Ealing, in the county of Middlesex, adjoining and lying to the north-westward of the Company's main line, between a footpath crossing the said line on the level at or near to the junction of the Kew curve of the London and South-Western Railway Company with that line, and another footpath, also crossing the said main line on the level at or near to the junction of the said line, with the loop line of the London and South-Western Railway Company.

And also certain land in the parish of Ealing, in the county of Middlesex, adjoining to and

lying south-eastward of the Company's main line, between the said Kew curve and the road or approach to a bridge over the said main line leading to Clay Ponds.

To authorise the Company to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, highways, streets, railways, tramways, 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 in executing the several purposes of the intended Act.

To alter, vary, or extinguish all existing rights and privileges connected with any lands or houses, which may be purchased or taken for all or any of the purposes of the intended Act, or which would in any manner impede or interfere with the objects and purposes of the intended Act, or any of them, and to confer other rights and privileges.

To authorise the Company to levy tolls, rates, and duties, for or in respect 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 Company to raise a further sum of money for all or any of the purposes of the intended Act by the creation of new shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any such means, and either as part of their general capital and funds, or wholly or partially as a separate capital and loan, charged primarily or exclusively on all or any part of the intended railways and works, 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 require and compel the London and South-Western Railway Company to receive and take on by their engines all trains of the Company from the junction of the said intended railway (No. 4), with the line of the London and South-Western Railway, at the Richmond station, to all stations on the lines of the London and South-Western Railway Company beyond Richmond, and to afford at their several stations all such facilities and accommodation as are from time to time proper and sufficient for such purpose.

And also to require and compel the London and South-Western Railway Company to receive, book through, forward, accommodate, and deliver to and from their several railways, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description, coming from, or destined for the authorised and intended 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 by the intended Act, and, if need be, to alter the tolls and charges which are now authorised to be taken on the said railways, and to confer exemptions from the payment of such tolls, rates, and charges.

To enable the Company on the one hand, and the London and South-Western Railway Company, the London and North-Western Railway Company, the North London Railway Company, and the Hammersmith and City Railway Company, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the working, use, management, and maintenance of the 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

working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic, coming from, or destined for the respective undertakings of the contracting companies, the fixing, collecting, division, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid.

To authorise the London and North-Western Railway Company, the London and South-Western Railway Company, the North London Railway Company, and the Hammersmith and City Railway Company, or any or either of them, to take shares in, and to subscribe to or towards the making, maintaining, working, and using the said intended railways and works, or any part or parts thereof, and to enable such companies so subscribing to guarantee the payment of interest or dividend upon the whole or any portion of the capital of the Company, and to exercise certain rights and privileges with reference to the intended railways or works, and to increase their respective capital by the creation of new or additional shares, with or without any preference or priority in payment of dividends, or to raise money by mortgage of any part of their respective undertakings, or by such other ways and means as may be prescribed in and by the proposed Act.

To incorporate with the intended Act 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 Railways Clauses Act, 1863.

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, that is to say—Local and personal Acts, 14 and 15 Vict., cap. 100; 16 and 17 Vict., cap. 69; and 17 and 18 Vict., cap. 141, relating to the Company; 4 and 5 William 4th, cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 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 3d., 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; 23 and 24 Vict., caps. 92, 108, 153, and 185; 25 and 26 Vict., caps. 42 and 152; and 26 and 27 Vict., caps. 90 and 109, relating to the London and South-Western Railway Company; 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., caps. 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. 46, 55, 66, 78, 98, 104, 118, 148, 171, 176, 198, 200, 208, and 209; and 26 and 27 Vict., caps. 5, 108, 177, and 217, relating to the London and North-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; 24 and 25 Vict., cap. 164; and 26 and 27 Vict., cap. 172, relating to the Hammer-smith and City Railway Company.

And notice is hereby further given, that plans and sections of the said intended railways and works, and plans of the lands intended to be purchased or taken as aforesaid, together with a book of reference to such plans, a published map with the lines of the 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, in the said county; and with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in the said county; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railways and works are intended to be made, and in which such lands are situate, 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 case of any extraparochial 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 this twelfth day of November, 1863.

W. Chapman, Richmond.

H. Toogood, 16, Parliament Street, Westminster, Solicitors for the Bill.

H. and W. Toogood, 16, Parliament Street, Westminster, Parliamentary Agents.

St. Helens Canal and Railway.

(Lease or Transfer of Undertaking to London and North-Western Railway Company alone, or to London and North-Western and Lancashire and Yorkshire Railway Companies jointly; Arrangement of Capital.)

APPPLICATION is intended to be made to Parliament in the next session thereof, for leave to bring in a Bill to enable the Saint Helens Canal and Railway Company (who are hereinafter called the Company), to grant a lease of or to sell, and to enable the London and North-Western Railway Company alone, or the London and North Western Railway Company and the Lancashire and Yorkshire Railway Company jointly, to accept a lease of, or to purchase all the undertaking, canal, railways, docks, lands, and property, whether real or personal, of the Company, and all the rights, powers, and privileges (and especially the power of levying tolls and rates) now vested in or exercised by the Company, and also the benefit of all covenants

and agreements entered into with the Company, and of all enactments affecting them; and the Bill will provide in certain events for the dissolution of the Company.

The Bill will also enable the London and North-Western and the Lancashire and Yorkshire Railway Companies to raise additional capital, and to attach to it any priority of dividend or interest over their existing capitals, and it will enable the two Companies to apply their funds and revenues to the discharge of the rent or other consideration prescribed by the Bill; and the Bill will vary or extinguish all existing rights and privileges, whether of shareholders, mortgagees, or other persons, which may be inconsistent with the objects of the Bill.

The Bill will authorise the Company to raise additional capital for the purpose of redeeming certain of their preference shares, and to attach to that capital a preference or priority of dividend, and it will also authorise the Company to alter the denominations of their existing stocks, and to fuse or convert into one or more stocks, the various stocks now existing in their capital.

The Bill will extend, amend, and, if need be, repeal the following, and any other Acts relating to the Company,—namely, 11 Geo. 4, cap. 50 and 61; 4 and 5 Will. 4, cap. 3; 1 and 2 Vict., cap. 21; 8 and 9 Vict., cap. 117; 9 and 10 Vict., cap. 183; 10 and 11 Vict., cap. 271; 16 and 17, Vict., cap. 134; 20 and 21 Vict., cap. 16; 23 and 24 Vict., cap. 79; and also the Act 9 and 10 Vict., cap. 204, and the other Acts relating to the London and North-Western Railway Company; and the Act 1 and 2 Wm. 4, cap. 60, and the other Acts relating to the Lancashire and Yorkshire 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 19th day of November 1863.

Edward Whitley,

Jas. Blenkinsop,

Solicitors for the Bill.

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

In Parliament—Session 1864.

Brampton and Longtown Turnpike Road.
(Repeal and Amendment of Act, 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 an Act passed in the 10th year of the reign of King George the 4th, intituled "An Act for more effectually Repairing the Road from Brampton to Longtown in the county of Cumberland," or to repeal the said Act, and to grant other and more effectual powers and provisions instead thereof, and to continue and extend the term granted by the said Act.

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

To alter the tolls, authorized by the said Act, 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 debt now due, and owing upon the credit of the tolls, and as to the payment of the principal and interest of such debt.

To alter the present rate of interest, and to fix the proportion of tolls to be hereafter applied in

payment of the principal and interest, and to make other provision with reference thereto, and with respect to the repair and maintenance of the said road.

The Bill will vary and extinguish all existing rights, interests, and privileges which would interfere with any of its objects. And 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 7th day of November, 1863.

William Carrick, Brampton, Clerk to the Trustees.

Dyson and Co., 24, Parliament Street, Parliamentary Agents.

Liverpool and London Fire and Life Insurance Company.

(Sanctioning Conversion of Shares into Stock; Powers to grant and purchase Annuities, and to acquire the Property and Business of other Insurance Companies; Amendment of Acts.)

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

1. To sanction the conversion into stock of the share capital of the Liverpool and London Fire and Life Insurance Company (hereinafter called "The Company"), whether heretofore issued, or authorised to be hereafter issued, and to confirm past acts and proceedings of the Company in regard thereto, and generally to alter and regulate the capital of the Company.

2. To empower the Company to grant and purchase annuities for terms of years or in perpetuity.

3. To empower the Company, from time to time, to acquire by purchase or amalgamation, all or any part of the property and business of any other Fire or Life Assurance Company or Society, and for such purpose to enable any such other company or society to sell or dispose of all or any part of their property and business to the Company.

4. So far as may be requisite for the objects of the intended Act, to alter and amend the deeds of settlement of the Company, and the following Acts of Parliament, or either of them, 6 and 7 William 4, cap. 119; and 10 and 11 Vict., cap. 268, relating to the Company, to empower the Company to amend their bye-laws, and to confer upon the Company all such further powers, rights, and privileges as may be deemed requisite for effectuating the objects of the said intended Act, and to confer, vary, or extinguish other rights and privileges.

Printed copies of a Bill for 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 17th day of November, 1863.

Palmer, Palmer, and Bull, No. 24, Bedford-row, London, Solicitors for the Bill.

Neath and Brecon Railway.

(Extension to Central Wales Railway, and Branch to Banwen and Maesmarchog Collieries, Additional Capital; Agreements with Central Wales Extension, London and North-Western and Vale of Neath Railway Companies, Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to enable the Neath and Brecon Railway Company (hereinafter called "the Company") to construct the works and

effect the objects following, or some of them, that is to say:

To make and maintain a railway, with all proper stations, approaches, works, and conveniences, commencing in the hamlet of Maescar, in the parish of Defynog, by a junction with the authorised line of the Neath and Brecon Railway, about seventy-seven yards eastward of the point denoting fourteen miles, one furlong, on the plan of that railway, deposited (under the title, "Dulas Valley Mineral Railway Extension") with the Clerk of the Peace for the county of Brecon, in the month of November, 1862, and terminating in the hamlet of Tref-lys, in the parish of Llangammarch, by a junction with the Central Wales Extension Railway, at a point in the field, numbered 105 on the plan of the last-mentioned railway, deposited with the Clerk of the Peace for the county of Brecon, in the month of November, 1859; such field being the property of Henry Thomas, Esq., or the Central Wales Extension Railway Company, and is occupied by John Davies: which intended railway will pass from, in, through, or into, the several parishes and places of Maescar, Defynog, Selydach, Llywel, Llandeilor, Fan, Llandulas, or Tyr-yr-abad, Pen-y-buallt, Tref-lys and Llangammarch, all in the county of Brecon.

To make and maintain a branch railway, with all proper stations, approaches, works, and conveniences, to be situated in the parishes of Ystradgunlais in the county of Brecon, and Cadoxton-juxta-Neath, in the county of Glamorgan, commencing in the hamlet of Ellen and Llech, by a junction with the extension railway authorised by the "Neath and Brecon Railway Act, 1863," at a point about one furlong from the commencement of that extension railway on a portion of the Drim Common, No. 3 on the plan of that railway, deposited (under the title "Dulas Valley Mineral Railway Extension") with the Clerks of the Peace for the counties of Brecon and Glamorgan, in the month of November, 1862, and terminating about 300 yards northward of the Maesmarchog colliery, in the parish of Cadoxton-juxta-Neath, in the county of Glamorgan.

To purchase by compulsion, or otherwise to acquire, lands, houses, and other property for the purposes of the said intended railways and works, and to vary, repeal, or extinguish all existing rights and privileges connected with or incident to 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.

To use, alter, divert, or stop up, temporarily or permanently, all turnpike and other roads, streets, railways, tramways, aqueducts, bridges, weirs, canals, rivers, streams, drains, and sewers, with which it may be necessary to interfere in the construction of the said intended railways and works.

To levy tolls, rates, duties, and charges upon or in respect of the use of the said intended railways and works; to vary existing tolls, rates, and charges, and to grant exemptions from tolls, rates and charges.

To raise 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 guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or otherwise.

The Act will provide for agreements between the Company and the Vale of Neath Railway Company, the Central Wales Extension Railway

Company, and the London and North-Western Railway Company, or any two or more of them of whom the Company shall be one, with respect to the maintenance, management, use and working of all or some portion of the railways of the Company, and of the Central Wales Extension Railway Company, and Vale of Neath Railway Company, the conveyance of traffic on those railways; the fixing, collecting and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of such traffic, and the supply and maintenance of engines, stock, and plant.

The Act will incorporate 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."

The Act will, so far as may be necessary for all or any of the purposes thereof, alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, viz.—23 and 24 Vic., cap. 141; 25 and 26 Vic., cap. 156; and 26 and 27 Vic., cap. 77, relating to the Central Wales Extension Railway; 25 and 26 Vic., cap. 193, and 26 and 27 Vic., cap. 130, relating to the Neath and Brecon Railway; 9 and 10 Vic., cap. 341; 10 and 11 Vic., cap. 74; 11 and 12 Vic., cap. 27; 15 and 16 Vic., cap. 16; 18 and 19 Vic., cap. 25; 22 and 23 Vic., cap. 22; 24 and 25 Vic., cap. 242; 25 and 26 Vic., caps. 167 and 182; and 26 and 27 Vic., cap. 120, relating to the Vale of Neath Railway Company, and 9 and 10 Vic., cap. 204, and of the several other Acts relating to the London and North-Western Railway.

Plans and sections describing the lines, situations, and levels of the intended railways and works, and the lands, houses, and other property which may be taken for the purposes thereof; together with the books of reference to such plans, containing the names of the owners, lessees, and occupiers of such lands, houses, and property; and also a published map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1863, be deposited for public inspection with the Clerk of the Peace for the county of Brecon, at his office, in the town of Brecon, and with the Clerk of the Peace for the county of Glamorgan, at his office, at Cardiff. And on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to each of the aforesaid parishes, will, together with a copy of this notice, be deposited for public inspection with the parish clerk of each such parish at his residence, and, in the case of any extra-parochial place, with the parish clerk of the immediately adjoining parish at his residence.

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 12th day of November, 1863.

*Green and Allin, 10, Angel-
court, Throgmorton-street,
London,* } Solicitors.
Whittington and Griddle, Bristol, }

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

No. 22791.

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The Salisbury Railway and Market House Company.

(Power to extinguish exemptions from and to vary and repeal existing Market Tolls—To levy additional Market Tolls—To extinguish the right of the Corporation to compensation for certain Tolls and Stallages—To increase the Capital of the Company—To sell or lease the Undertaking—And otherwise amend the Act of Incorporation.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by "The Salisbury Railway and Market House Company" (hereinafter called "The Company") for all or some of the following purposes:—

1. To amend the "Salisbury Railway and Market House Act, 1856."

2. To repeal existing exemptions from market tolls, and to authorize the levying of tolls for the user of the Corn Exchange.

3. To repeal or vary so much of the Act as authorizes the Company to appropriate parts of the Market House for the sale and exposure for the sale therein of meat, poultry, fish, vegetables, and certain other articles of general produce and merchandize, and to demand and take tolls and stallages with respect to the same, and likewise to enable the Company to appropriate on certain days the whole of the market house to the purposes of a Corn Exchange.

4. To repeal or vary so much of the said Act as requires the Company to compensate the mayor, aldermen, and citizens of the city of Salisbury with respect to certain tolls or stallages.

5. To authorize the Company to raise additional capital by shares, and to attach thereto, if they think fit, any preference or priority in respect of dividend or interest, or any special rights or privileges, and to borrow further money on mortgage or bond.

6. To authorize the Company to sell or lease the undertaking.

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 3rd day of November, 1863.

C. R. Norton, Solicitor for the Bill.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that—

1740. James Mortimer, of Hoxton Hall, High-street, Hoxton, and of 47, Gresham-street, E.C., both in the county of Middlesex, Architect and Builder of Improved Separate Dwellings for all Classes of all Nations, has given notice at the Office of the Commissioners of his intention to proceed with his application for letters patent, for the invention of "improvements in the construction and arrangement of dwelling-houses in combination with the means employed for ventilating the same."

1745. And Joseph Barton, of Alfreton, in the county of Derby, Colliery Manager and Coal Merchant, has given the like notice in respect of the invention of "an improved guard or fence for coal, ironstone, or other pits, warehouse or other lifts, sack-holes, or other places requiring a guard or fence."

As set forth in their respective petitions, both

recorded in the said office on the 13th day of July, 1863.

1763. And Edward Sonstadt, of Loughborough, in the county of Leicester, has given the like notice in respect of the invention of "improvements in the manufacture of sodium."

1766. And James Slater, of Derby-villas, Park-row, Plaistow, in the county of Essex, Engineer, has given the like notice in respect of the invention of "improved machinery for compressing bricks, tiles, and other plastic materials."

As set forth in their respective petitions, both recorded in the said office on the 14th day of July, 1863.

1767. And Edward Funnell, of Brighton, in the county of Sussex, Watch and Clock Maker, has given the like notice in respect of the invention of "a self acting electro magnetic clock work signal for railway purposes."

1768. And Thomas Wimpenny, of Holmfirth, in the county of York, Manufacturer, has given the like notice in respect of the invention of "certain improvements in machinery or apparatus for roving and spinning wool, cotton, and other fibrous substances."

1770. And William Thomas Cheetham, of Ashton-under-Lyne, in the county of Lancaster, Mechanical Draughtsman, has given the like notice in respect of the invention of "improvements in obtaining hydraulic motive power."

1774. And Richard Archibald Brooman, of 166, Fleet-street, in the city of London, Patent Agent, has given the like notice in respect of the invention of "improved means of, and apparatus for, reducing charcoal and other friable substances to fine or impalpable powder, particularly applicable to the manufacture of a substitute for lamp black."—A communication to him from abroad by Johan Ephraim Lundgren, of Stockholm, Sweden.

1775. And Richard Archibald Brooman, of 166, Fleet-street, in the city of London, Patent Agent, has given the like notice in respect of the invention of "improvements in apparatus for telegraphing by electricity."—A communication to him from abroad by Woldemar Stroubinsky, of St. Petersburg, Russia.

1777. And Dominique Tamet, of No. 103, Vieille Route à Neuilly-sur-Seine (Empire Francais), in the Empire of France, has given the like notice in respect of the invention of "improvements in breakwaters, and in the construction of rail and other ways thereon."

As set forth in their respective petitions, all recorded in the said office on the 15th day of July, 1863.

1781. And Joseph Needham Tayler, of Brixton, in the county of Surrey, Retired Admiral, and William Austin, late of Holywell-street, in the city of Westminster, and now of Milford, South Wales, Civil Engineer, have given the like notice in respect of the invention of "improvements in the construction of ships and other floating bodies."

1785. And Charles Stokes, of Leigh Sinton, in the county of Worcester, Saddler, has given the like notice in respect of the invention of "an improved expanding and contracting horse collar."

As set forth in their respective petitions, both recorded in the said office on the 16th day of July, 1863.

1796. And Felix Lepoutre, of Tourcoing, in the Departement of the Nord, in the Empire of France, Manufacturer, has given the like notice

in respect of the invention of "a new mechanical sector, applicable to all self acting machinery used for spinning textile fabrics."

1797. And Thomas Johnson, of Hadleigh, in the county of Suffolk, Engineer, has given the like notice in respect of the invention of "improvements in machinery for washing and cleansing casks."

1801. And Richard Coenen, of 19, Old Broad-street, in the city of London, Silk Merchant, has given the like notice in respect of the invention of "improvements in machinery for winding, measuring, and sizing silk."—A communication to him from abroad by Emile Duseigneur, of Lyons, in the French Empire."

As set forth in their respective petitions, all recorded in the said office on the 17th day of July, 1863.

1803. And Alexander Clark, of Gate-street, Lincoln's-inn-Fields, in the county of Middlesex, Engineer, has given the like notice in respect of the invention of "improvements in revolving shutters and blinds, and in apparatus for the manufacture of the same."

1806. And George Murdoch, of Portsmouth, in the county of Hants, has given the like notice in respect of the invention of "improvements in the construction of steam and vacuum gauges."

As set forth in their respective petitions, both recorded in the said office on the 18th day of July, 1863.

1809. And Francis Alton Calvert, of the city of Manchester, Engineer, has given the like notice in respect of the invention of "improvements in machinery for opening, cleaning, and preparing fibrous substances."

1813. And Augustus Smith, of Stratford, in the county of Essex, Brush Manufacturer, has given the like notice in respect of the invention of "improvements in machinery for dragging bristles, applicable also to drawing or sorting fibres and hair into different lengths."

1815. And Antoine Alexandre Pelaz, of Lyons, France, Gentleman, has given the like notice in respect of the invention of "certain improvements in printing stuffs and other fibrous fabrics."

As set forth in their respective petitions, all recorded in the said office on the 20th day of July, 1863.

1827. And George Haseltine, of the "International Patent Office," No. 12, Southampton-buildings, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "an improved implement for harrowing and smoothing land."—A communication to him from abroad by John Kelsey, of Yardbyville, Pennsylvania, United States of America.

1828. And Richard Archibald Brooman, of 166, Fleet-street, in the city of London, Patent Agent, has given the like notice in respect of the invention of "improvements in watches and other time keepers."—A communication to him from abroad by Adrien Philippe, of Geneva, Switzerland.

1831. And William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "improvements in the manufacture of mats, floor-cloths, or coverings for floors, straps, bands, ropes, and other analogous articles, which are usually made of textile or fibrous materials."—A communication to him from abroad by Placide

- Peltreau, of No. 45, Rue St. Sebastien, Paris, in the Empire of France.
As set forth in their respective petitions, all recorded in the said office on the 21st day of July.
1842. And Louis Laurent Jacques Fillion, of 10, Rue de la Fidélité, Paris, Glove Maker, has given the like notice in respect of the invention of "improvements in apparatus for extinguishing chimney fires and in preventing explosions." As set forth in his petition, recorded in the said office on the 23rd day of July, 1863.
1863. And Frederick Ford and Lewis Ford, both of the city of Gloucester, Manufacturers in Slate and Marble, have given the like notice in respect of the invention of "improvements in the manufacture of various articles with surfaces in imitation of different kinds of marbles or similar ornamental materials." As set forth in their petition, recorded in the said office on the 27th day of July, 1863.
1908. And Richard Edwin Bibby, of Manchester, in the county of Lancaster, Drysalter, has given the like notice in respect of the invention of "an improved fire-proof cement which may be employed for covering walls, ceilings, and floors, and is also applicable in the manufacture of fire-bricks, crucibles, retorts, melting-pots, and for other purposes where fire resisting properties are required." As set forth in his petition, recorded in the said office on the 1st day of August, 1863.
1938. And Joseph Gustave Pinède, of Liancourt, in the Department of the 'Oise', in the Empire of France, Mechanician, has given the like notice in respect of the invention of "improvements in apparatus for regulating the speed of steam and hydraulic engines."
1939. And William Proder Hodgson, of Hylton, near Sunderland, and John Vaux Woodfield, of the firm of Woodfield and Hills, of Hope-street Foundry, Sunderland, both in the county of Durham, have given the like notice in respect of the invention of "improvements in machinery for the manufacture of rivets."
1943. And William Clark, of No. 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, has given the like notice in respect of the invention of "improvements in taps or stop-cock apparatus."—A communication to him from abroad by François Jean Cantagrel, of No. 29, Boulevard St. Martin, Paris, Civil Engineer. As set forth in their respective petitions, all recorded in the said office on the 6th day of August, 1863.
2033. And Edward Hammond Bentall, of Heybridge, near Maldon, in the county of Essex, Agricultural Implement Maker, has given the like notice in respect of the invention of "improved machinery for thrashing corn and other grain or seeds." As set forth in his petition, recorded in the said office on the 15th day of August, 1863.
2051. And James Yates, of Rotherham, in the county of York, Iron Master, has given the like notice in respect of the invention of "improvements in the manufacture and fitting or securing of armour plates, blocks or bars, and in the machinery or apparatus employed therein, parts of which improvements are applicable to heavy forgings generally." As set forth in his petition, recorded in the said office on the 18th day of August, 1863.
2082. And Jean Baptiste Charles Lange, of Paris, in the Department of the Seine, France, Householder, has given the like notice in respect of the invention of "an improved apparatus for indicating or registering the speed or distance travelled by all kinds of vehicles, which said apparatus is also applicable to engines, water-wheels, and prime motors of any description." As set forth in his petition, recorded in the said office on the 21st day of August, 1863.
2120. And William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "improvements in breech loading fire arms."—A communication to him from abroad by Charles Coffey Alger, of Hudson, Columbia County, State of New York, United States of America. As set forth in his petition, recorded in the said office on the 27th day of August, 1863.
2137. And William Whitworth, Engineer, and Joseph Wrigley, both of Sowerby-bridge, near Halifax, in the county of York, have given the like notice in respect of the invention of "improvements in, or applicable to, the furnaces of steam boilers." As set forth in their petition, recorded in the said office on the 29th day of August, 1863.
2171. And Emile Alcan, of King-street, in the city of London, Merchant, has given the like notice in respect of the invention of "a new method of, and apparatus for, feeding wool and other textile and filamentous substances into carding, combing, and other machines for treating such substances."—A communication to him from abroad by Jean Sebastien Bolette, of Goffontaine Cornesse, Belgium. As set forth in his petition, recorded in the said office on the 2nd day of September, 1863.
2372. And Abraham Gleerup, of Copenhagen, but now residing at Jewry-street, in the city of London, has given the like notice in respect of the invention of "an improved construction of gas burner."—A communication to him from abroad by Otto Frederick Kolvig Peterson, of Copenhagen. As set forth in his petition, recorded in the said office on the 26th day of September, 1863.
2399. And Benjamin Browne, of 49, King William-street, London-bridge, in the city of London, Civil Engineer and Patent Agent, has given the like notice in respect of the invention of "an improved sight-piece for rifles."—A communication to him from abroad by William Brighton, of Auckland, New Zealand, a Lieutenant in the Auckland Rifle Volunteers. As set forth in his petition, recorded in the said office on the 30th day of September, 1863.
2648. And John Marshall, of No. 126, Pentonville-road, in the county of Middlesex, Civil and Mechanical Engineer, has given the like notice in respect of the invention of "certain improvements in the expression of oil from oil-yielding substances, and in the production of oil-cake and other residuary matters"
2650. And John Charles Wilson, of 14A, Cannon-street, London, county of Middlesex, Civil and Mechanical Engineer, has given the like notice in respect of 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 counter-acting its recoil when fired." As set forth in their respective petitions, both

recorded in the said office on the 27th day of October, 1863.

2663. And William Edward Gedge, of the firm of John Gedge and Son, of No. 11, Wellington-street, Strand, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "an improved system of permanent advertisement."—A communication to him from abroad by Basile Victor Larssonneau, of the Faubourg St. Martin, Paris, France.

As set forth in his petition, recorded in the said office on the 28th day of October, 1863.

2678. And James Rawlings, of Carlton-hill East in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improved means of attaching cords to window sashes."

As set forth in his petition, recorded in the said office on the 29th day of October, 1863.

2695. And John Brigham and Richard Bickerton, of the town and county of Berwick-on-Tweed, North Britain, Implement Makers, have given the like notice in respect of the invention of improvements in reaping and mowing machines."

As set forth in their petition, recorded in the said office on the 30th day of October, 1863.

2771. And Lewis Braham, of Hatton-garden, in the county of Middlesex, Optician, has given the like notice in respect of the invention of "improvements in spectacles and hand frames."

As set forth in his petition, recorded in the said office on the 7th day of November, 1863.

2818. And Ellis Rowland, of Manchester, in the county of Lancaster, Engineer, has given the like notice in respect of 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."

As set forth in his petition, recorded in the said office on the 12th day of November, 1863.

And notice is hereby further given, that all persons having an interest in opposing any one of such applications, are at liberty to leave particulars in writing of their objections to such application, at the said Office of the Commissioners within twenty-one days after the date of the Gazette in which this notice is issued.

Errata in Gazette of 20th November.

2650. For "the recoil," read "its recoil."

2727. For "Charles Howe," read "Elias Howe."

2744. For "manufacture," read "remanufacture."

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 Deptford, Gosport, and Plymouth; the Superintendents of Her Majesty's Dock Yards at Woolwich, Chatham, Sheerness and Pembroke; the Clerk in charge of Her Majesty's Yard at Deal; the Agent for the Victualling at Haulbowline; the Officers conducting the Packet Service at Dover, Liverpool, and South-

ampton; 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. London-

derry (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.

Alliance British and Foreign Life and Fire Assurance Company.

NOTICE is hereby given, that an Extraordinary General Court of the Proprietors of the Alliance British and Foreign Life and Fire Assurance Company will be holden at the Office of the Company, in Bartholomew-lane, in the city of London, on Wednesday, the 16th day of December next, at twelve o'clock at noon precisely, for the purpose of confirming a resolution which was passed at an Extraordinary General Court of the said Proprietors, on the 13th day of November instant, for altering and amending the laws and regulations of the said Company, as the same are laid down in the 109th clause of the Deed of Settlement, in manner and to the extent specified in the said resolution.—Dated, London, this 20th day of November, 1863.

F. A. Engelbach, Actuary.
D. Maclagan, Secretary.

National Industrial Life Assurance and General Deposit and Advance Company.

29, New Bridge Street,
Blackfriars, E.C.

NOTICE is hereby given, that an Ordinary General Meeting of the Shareholders of this Company will be held at the Office, as above, on Thursday the 10th December next, at eleven o'clock, a.m., to receive the report of the Directors and to transact the ordinary business of the Company.—Dated this 20th November, 1863.

Charles Woodroffe, Secretary

London Chartered Bank of Australia,

Incorporated by Royal Charter,

Paid-up Capital One Million.

No. 17, Cannon Street, E.C.

24th November, 1863.

NOTICE is hereby given, that an Extraordinary General Meeting of the Proprietors of the London Chartered Bank of Australia, will be held at the London Tavern, Bishopsgate-street, on Friday, the 11th day of December next, for the declaration of a Dividend. The chair will be taken at two o'clock precisely. The Transfer Books will be closed from the 4th to the 11th December, both days inclusive.—By order of the Court.

W. M. Young, Assistant Secretary.

The Patent Glue and Gelatine Company (Limited).

NOTICE is hereby given, that a Special General Meeting of the Patent Glue and Gelatine Company (Limited), held at No 30, Moorfields, Liverpool, the Registered Office of the Company, on the 9th day of November instant, the

following special resolution which was passed at a former General Meeting, held at the same place, on the 23rd day of October last, was confirmed, namely:—

“That the Company be wound up voluntarily under section 129 of the 25th and 26th Vic., 1862, and that Messrs. Edward Evans, of No. 52, Hanover-street, Liverpool, Wholesale Druggist, William Just, of No. 17, Water-street, Liverpool, Esquire, and William Nichol, of No. 34, Exchange-street, East, Liverpool, Merchant, be Liquidators for that purpose.”—Dated this 19th day of November, 1863.

Edward Evans.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Carrick and Edwin Barnes, carrying on business at No. 363, New North-road, Lower-road, Islington, in the county of Middlesex, as Human Hair Manufacturers, has this day been dissolved by mutual consent. All debts due to the said firm are to be received by the said George Carrick, by whom all claims in respect thereof will be discharged.—As witness our hands this 19th day of November, 1863.

George Carrick.
Edwin Barnes.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Tweddle and Mary McDowall, carrying on the business of Ship Brokers, and Commission and Customs Agents, at Liverpool, in the county of Lancaster, under the style or firm of James McDowall and Company, was this day dissolved by mutual consent. All debts due and owing to and from the said partnership will be received and paid by the said Thomas Tweddle, by whom the said business will in future be carried on.—Dated this 20th day of November, 1863.

Thomas Tweddle.
Mary McDowall.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Stanborough and William Thomas Graves, carrying on business as Fringe Manufacturers, at Nos. 40, 41, and 42, Bartholomew-cloze, Smithfield, London, under the firm of Stanborough and Graves, was this day dissolved by mutual consent; and the said business will in future be carried on by the said James Stanborough alone.—Dated 31st October, 1863.

James Stanborough.
William T. Graves.

NOTICE is hereby given, that the Partnership between the undersigned, William Wildman and James Bond, in the trade or business of Joiners and Builders, at Lancaster, in the county of Lancaster, and elsewhere, under the firm of Wildman and Bond, was this day dissolved by mutual consent.—Witness our hands this 14th day of November, 1863.

William Wildman.
James Bond.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Joseph Darby and Samuel Hampton, of Dudley, in the county of Worcester, Maltsters, was this day dissolved by mutual consent. All debts due to and owing from the said copartnership will be received and paid by the said Joseph Darby alone.—As witness our hands the 21st day of November, 1863.

Joseph Darby.
Samuel Hampton.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, in the business of Commission Merchants, heretofore carried on under the firm of Lindgren and Dadson, at No. 1, Crown-court, Old Broad-street, London, E.C., has been this day dissolved by mutual consent as to the undersigned A. H. Lindgren.—Dated this 16th day of November, 1863.

William Smith Dadson.
A. H. Lindgren

NOTICE is hereby given, that the Partnership heretofore subsisting between us, the undersigned William Johnson and William Fisher, Cloth Pressers, of Nos. 20 and 22, Kingsgate-street, Holborn, in the county of Middlesex, was this day dissolved by mutual consent; and that the said business will be henceforth carried on by the said William Fisher, by whom all debts due from the said copartners will be received and paid.—As witness our hands this 3rd day of October, 1863.

William Johnston.
William Fisher.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Robert Clemesha and Haughton Clemesha, Grocers, at Fleetwood, in the county of Lancaster, is this day dissolved by mutual consent. All debts due, and owing to, or by, the said partnership, will be paid and received by Haughton Clemesha.—Witness our hands this 9th day of November, 1863.

Robert Clemesha.
Haughton Clemesha.

NOTICE is hereby given, that the Partnership heretofore subsisting between us, the undersigned, James Garaway, James Robertson Garaway, and William Alexander Garaway, in the trades or businesses of a Nurseryman, Seedsman, and Florist, in the city of Bristol, under the firm of James Garaway and Company, has been this day dissolved, so far as regards the said James Garaway, by mutual consent. All debts owing to and from the concern are to be received and paid by the said James Robertson Garaway and William Alexander Garaway, by whom the business in all its branches will be continued.—As witness our hands this 19th day of November, 1863.

James Garaway.
James Robertson Garaway.
William Alexander Garaway.

NOTICE is hereby given, that the Partnership heretofore existing between Henry Jesty Ellis Brake and John Freeman Rapley, of Aldershott, in the county of Hants, Drapers, has been this day dissolved by mutual consent; and that the said business will henceforth be carried on by the said Henry Jesty Ellis Brake, who will pay and receive all debts due to and from the estate.—As witness the hands of the said parties the 6th day of November, 1863.

Henry Jesty Ellis Brake.
John Freeman Rapley.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Thomas Till, George Filcher, and William Bamford, as Earthenware Manufacturers, at the Waterloo Pottery, Hanley, in the county of Stafford, under the style or firm of Till, Filcher, and Company, was dissolved by mutual consent, so far as regards the undersigned, William Bamford, on the 14th day of November instant.—As witness our hands the 18th day of November, 1863.

Thomas Till.
Geo. Filcher.
William Bamford.

NOTICE is hereby given, that the Partnership between the under-mentioned, John Stone and Izard Wildegose Draper, in the trade or business of Smiths and Ironmongers, at No. 10, Westbourne-grove, Bayswater, Middlesex, under the firm of Stone and Draper, was this day dissolved by mutual consent, and in future the business at No. 10, Westbourne-grove aforesaid, will be carried on by the said John Stone on his own account; and he the said John Stone will pay and receive all debts owing from and to the said partnership in the regular course of trade.—Witness our hands this 20th day of November, 1863.

John Stone.
I. W. Draper.

NOTICE is hereby given, that the Partnership hitherto subsisting between us, as Basket Makers and Brush Dealers, at the borough of Warwick, and at Leamington Priors, in the county of Warwick, is this day dissolved by our mutual consent.—Dated this 14th day of November, 1863.

Thomas Colledge.
Peter Bradley.

NOTICE is hereby given, that the Copartnership heretofore subsisting between us the undersigned, Thomas Clifford and Alonzo Gaylord Grant, carrying on business on or near the South-parade, in the town of Nottingham, as Photographers, under the firm or style of Clifford and Grant, was this day dissolved by mutual consent.—Dated this 20th day of November, 1863.

Thomas Clifford.
A. G. Grant.

NOTICE is hereby given, that the Partnership lately existing between John Alfred Collinson and William James Paxman, now or lately carrying on the business of Dyers and Scourers, at No. 2, Lower George-street, Richmond, in the county of Surrey, under the style or firm of Collinson and Company, has this day been dissolved by mutual consent; and that the said business will in future be carried on by the said John Alfred Collinson alone, by whom all debts due and owing from or to the partnership will be paid and received.—Dated this 19th day of November, 1863.

John Alfred Collinson.
Wm. Jas. Paxman.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Rickinson Sawdon and William Dale, carrying on business at Salford or els-where, as Common Brewers, under the style or firm of Sawdon and Dale, is this day dissolved by mutual consent; and that all debts owing by and to us will be paid and received by the said Rickinson Sawdon, by whom such business will in future be carried on.—As witness our hands this 20th day of November, 1863.

*Rickinson Sawdon.
William Dale.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Daniel Brayshaw, of Birkby, near Huddersfield, in the county of York, Woollen Warehouseman, John Bottomley Littlewood, of Huddersfield aforesaid, Woollen Draper, and Edwin Brayshaw, of Huddersfield aforesaid, Printer, carrying on the trade of Woollen Drapers, at Sow Moor, in the parish of Bradford, in the said county, under the firm of Brayshaw, Littlewood, and Brayshaw, has this day been dissolved by mutual consent.—Dated this 20th day of November, 1863.

*Daniel Brayshaw.
John B. Littlewood.
Edwin Brayshaw.*

NOTICE is hereby given, that the Partnership between the undersigned, Henry Edward Craven and James Worsnop, in the trade or business of Machine and Tool Makers, at Leeds, in the county of York, and elsewhere, under the firm of Craven and Worsnop, was this day dissolved by mutual consent, and in future the business will be carried on by the said Henry Edward Craven, on his separate account, and who will pay and receive all debts owing from and to the said partnership, in the regular course of trade.—Witness our hands this 19th day of November, 1863.

*Henry Edward Craven.
James Worsnop.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, John Bousfield, and Robert Bousfield, as Wholesale Clothiers, at No. 126, Houndsditch, in the city of London, under the firm of J. R. Bousfield and Co., has been dissolved by mutual consent, as from the 1st day of November, 1863; and that all debts due to or owing by the late partnership will be received and paid by the said Robert Bousfield, who will continue to carry on the said concern alone.—Dated this 24th day of November, 1863.

*John Bousfield.
Robert Bousfield.*

NOTICE is hereby given, that the Partnership lately subsisting between George Lansdall Girling and William Adams, carrying on the profession, trade, or business of Surgeons and Apothecaries, under the firm of Girling and Adams, at Saint Ives, in the county of Huntingdon, was, on this 23rd day of November instant, dissolved by me, the said George Lansdall Girling, under and by virtue of the provisions contained in our partnership deed.—Dated this 23rd day of November, 1863.

George Lansdall Girling.

The Rev. **ROBERT NICHOLAS FRENCH**,
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 creditors and other persons having any claim or demand on or against the estate of the Reverend Robert Nicholas French, formerly of Osmaston, in the county of Derby, and late of No. 8, Hanover-cottages, Regent's-park, in the county of Middlesex, Clerk, deceased, who died on the 22nd day of December, 1862, and whose will, with two codicils thereto, was proved in the Principal Registry of Her Majesty's Court of Probate, on the 18th day of July, 1863, by Francis Stafford Pipe Wolferstan, Esq., the surviving executor, are hereby required to send in particulars of their debts and claims to the said Francis Stafford Pipe Wolferstan, at his residence, No. 7, Warwick-terrace, Belgrave-road, in the county of Middlesex, on or before the 1st day of January, 1864; and in default thereof, the assets of the said Robert Nicholas French will, after that day, be distributed by the said executor among the parties entitled thereto, having regard to the claims only of which he shall then have had notice; and that the said executors will not be liable for the assets, or any part thereof, to any person of whose claim he shall not have had notice.—Dated this 23rd day of November, 1863.

ROGERS and JULL, No. 40, Jermyn-street, St. James's, Solicitors for the Executor.

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.

Sir SAMUEL GEORGE BONHAM, Baronet, K.C.B.,
Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim against the estate of Sir Samuel George Bonham, late of the Great Western Royal Hotel, Paddington, in the county of Middlesex, and formerly of Gloucester-crescent, Westbourne-road, in the same county, Baronet, deceased (who died on the 8th day of October, 1863, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 12th day of November, 1863, by his executors, Henry Scott Turner, of the Lodge, Acton, in the county of Middlesex, Esquire, Charles Peregrine Teesdale, a Captain in Her Majesty's 11th Regiment of Foot, Charles Wright Bonham, of Chailey, near Lewes, in the county of Sussex, Captain in the Royal Navy, and James Guttridge, of Wimpole-street, in the county of Middlesex, Esquire) are hereby required on or before the 20th day of January, 1864, to send the particulars of their claims to his executors, at the office of Mr. Henry Scott Turner, No. 42, Jermyn-street, St. James's, London; and that the said executors will on or after the 20th day of January, 1864, proceed to distribute the assets of the said Sir Samuel George Bonham, among the parties entitled thereto, and will not be liable for any part of such assets to any person of whose claim the executors shall not then have had notice.—Dated this 19th day of November, 1863.

H. SCOTT TURNER, No. 42, Jermyn-street, St. James's.

CAPTAIN CROFTON PEDDIE, Deceased.

Pursuant to the Act of Parliament 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 other persons having any claim against the estate of Crofton Peddie, a Captain in Her Majesty's 21st Regiment of Foot, or Royal North British Fusiliers, deceased (who died on the 29th day of September, 1863, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 13th day of November, 1863, by George Peddie, a Captain in Her Majesty's 41st Regiment of Foot, the sole executor), are hereby required on or before the 24th day of December, 1863, to send the particulars of their claims to his executor, at the office of Mr. Henry Scott Turner, No. 42, Jermyn-street, St. James's, London, and that the said executor will, on or after the 24th day of December, 1863, proceed to distribute the assets of the said Crofton Peddie among the parties entitled thereto, and will not be liable for any part of such assets to any person of whose claim the executor shall then have had notice.—Dated this 19th day of November, 1863.

H. SCOTT TURNER, No. 42, Jermyn-street, St. James's.

In the affairs of the late **Mr. HENRY HACKETT**, of Derby, Farmer and Grazier, 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 against or upon the estate and assets of Henry Hackett, late of Derby, in the county of Derby, Farmer and Grazier, deceased, who died on or about the 16th day of November, 1862, and whose will was proved in the Principal Registry of Her

Majesty's Court of Probate, in England, on the 20th day of April, 1863, by William Hackett, of No. 182, Prospect-place, Maida-hill, London, Gentleman, the brother of the said deceased, and one of the executors therein-named, are required to send particulars of such debts, claims, or demands, on or before the 20th day of January, 1864, to the said executor, to the offices of Messrs. E. and T. Fisher, his Solicitors, in Ashby-de-la-Zouch, in the county of Leicester, in default thereof, the said executor will distribute the assets of the said Henry Hackett, according to the trusts and directions of the said will among the parties entitled ahereto, having regard only to the claims of which the said executor shall then have had due notice, and that he will not be liable for the said assets or any part thereof, so distributed, to any person of whose claim or demand he shall not then have had notice; and notice is hereby further given, that all persons who stand in any way indebted to the estate of the said Henry Hackett, are required forthwith to pay the amount of their respective debts to the said executor.—Dated this 14th day of November, 1863.

By order of the said Executor,
E. and F. FISHER, his Solicitors.
JOHN NEALE, Esquire, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, Queen Victoria, 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 the estate of John Neale, late of Hewshott-hill, in the parish of Bramshott, in the county of Southampton, Esquire, deceased (who died on or about the 24th day of March, 1829, at Hewshott-hill aforesaid, and whose will was proved in the Prerogative Court of the Archbishop of Canterbury, by John Leech (since deceased) and Thomas Mellersh, two of the executors therein-named, on the 10th day of November, 1829, are requested to send particulars in writing of such claims or demands to me, the undersigned, as Solicitor for the said Thomas Mellersh, the surviving executor of the said will, and for the said Thomas Mellersh, and James Tickner, the present trustees thereof, on or before the 19th day of January next, after which day the said executor and trustees will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard to the claims or demands of which they shall then have had notice; and that the said executor or trustees will not be liable for the assets or any part thereof, so distributed, to any person or persons of whose debt or claim he or they shall not have had notice at the time of such distribution.—Dated this 19th day of November, 1863.

ROB. EDW. MELLERSH, Solicitor for the said Executor and Trustees, Godalming, Surrey.

ELIZABETH BAKER, Deceased.

Statutory Notice to Creditors.—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 debt or claim against or upon the estate of Elizabeth Baker, formerly of Upper Stamford, in the county of Surrey, but late of Gloucester Gardens, Camden Town, in the county of Middlesex, Widow, deceased (who died on the 10th day of January, 1863, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 10th day of August, 1863, by Thomas Baker and George William Rich, the executor therein-named), are required to send the particulars of their debts or claims to the undersigned, Head and Pattison, the Solicitors for the said executors, on or before the 31st day of December, 1863, after which time the executors will proceed to distribute the whole of the assets of the said Elizabeth Baker, deceased, having regard only to the claims of which they may then have had notice; and the executors will not be liable for such assets or any part thereof, to any person of whose claim they shall not have had notice.—Dated this 20th day of November, 1863.

HEAD and PATTISON, No. 5, Martin's-lane, Cannon-street, in the city of London.

Mr. JOHN COLE SENIOR, Deceased.

Pursuant to the Act of Parliament, of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and all persons having any claims against the estate of John Cole the elder, late of Bowling, in the parish of Bradford, in the county of York, Ironfounder, deceased, who died on the 13th day of April last, at Bowling aforesaid, and whose will was proved in the District Registry of Wakefield, attached to Her Majesty's Court of Probate, by James Cole, of Bowling aforesaid, Ironfounder, Thomas Stead, of Tyrell-street, in Bradford aforesaid, Grocer, and John Wilcock, of Bradford aforesaid, Commission Agent, the

executors therein named, on the 12th day of August last, are to send particulars in writing of such claims to the said executors at the offices of Messrs. Rawson, George, and Wade, Solicitors, Kirkgate, in Bradford aforesaid, on or before the 1st day of February next; at the expiration of which time the said executors will distribute the assets of the said testator among the parties entitled thereto, having regard to the claims of which they shall then have had notice, and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not have had notice at the time of such distribution.—Dated this 17th day of November, 1863.

RAWSON, GEORGE, and WADE, Solicitors, Bradford.

THOMAS BURNLEY, Esquire, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and all persons having any claims against the estate of Thomas Burnley, late of Gomersal, in the parish of Birstal, in the county of York, Esquire, formerly a Worsted and Woollen Manufacturer, deceased, who died on the 24th day of May last, at Gomersal aforesaid, and whose will was proved in the District Registry of Wakefield, attached to Her Majesty's Court of Probate, by Thomas William Burnley and Frank Burnley, both of Gomersal aforesaid, Worsted Manufacturers, the executors therein named, on the 6th day of November instant, are to send particulars in writing of such claims to the said executors at Gomersal aforesaid, on or before the 10th day of February next; at the expiration of which time the said executors will distribute the assets of the said testator among the parties entitled thereto, having regard to the claims of which they shall then have had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not have had notice at the time of such distribution.—Dated this 12th day of November, 1863.

RAWSON, GEORGE, and WADE, Solicitors to the said Executors.

Mr. JOHN JONES, Deceased.

Pursuant to the Act to further amend the Law of Property, and to relieve Trustees, 22nd and 23rd Victoria, cap. 35,

NOTICE is hereby given, that the creditors and all other persons having any debt or claim against the estate of Mr. John Jones, late of No. 121, Regent-street, Vauxhall-bridge-road, in the county of Middlesex, Gentleman, deceased (who died on the 20th day of May, 1863, and whose will was proved on the 18th day of June, 1863, in the Principal Registry of Her Majesty's Court of Probate by Mary Jones, of No. 38, Ponsonby-place, Westminster, Widow, and John Greenwood, of Bloomsberg-street, Vincent-square, Westminster, two of the executors thereof), are hereby required on or before the 1st day of January, 1864, to send particulars of their debts and claims to the said executors, at the offices of Messrs. Vallance and Vallance, of No. 20, Essex-street, Strand, in the county of Middlesex, at the expiration of which time, the executors will proceed to apply and distribute the assets of the deceased among the parties entitled thereto, having regard only to the debts or claims of which they shall then have received notice.—Dated this 21st day of November, 1863.

VALLANCE and VALLANCE, No. 20, Essex-street, Strand, Solicitors for the Executors.

GEORGE JOLLEY, 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 creditors and other persons having any claims or demands upon or against the estate and effects of George Jolley, late of Quidenham, in the county of Norfolk, Farmer and Cattle Dealer, deceased (who died on the 13th day of November, 1862, and whose will, with a codicil thereto, was proved in the District Registry at Norwich of Her Majesty's Court of Probate on the 4th day of July, 1863, by Thomas Davey, of Garboldisham, in the said county, Farmer, John Wellingham, the Elder, then of East Harling, in the said county, and now of Quidenham aforesaid, Farmer, and Mary Jolley, then of Quidenham aforesaid, Widow, two of the executors and the executrix named in the said will), are required to send in particulars of their claims or demands (in writing), to the said Thomas Davey, John Wellingham, and to Mary Jolley or to Messrs. Frederick Fairfax Francklin and George Fairfax Francklin, of Attleburgh, in the said county, Solicitors, on or before the 18th day of February, 1864, after which day the said executors and executrix will proceed to distribute the whole of the assets of the deceased amongst the persons entitled thereto, having regard only to the claims or demands of which they shall then have had notice; and the said executors and executrix will not be

liable for the assets so disposed of, or any part thereof, to any person of whose claim or demand they shall not then have had notice.—Dated this 18th day of November, 1863.

F. F. and G. F. FRANCKLIN, Solicitors to said Executors and Executrix of the said George Jolley, deceased.

CHRISTIAN CHILD, 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 Christian Child, of No. 59, Church-road, West, Islington, in the county of Middlesex, Esquire, Actuary of the Universal Assurance Office, King William-street, London (who died on the 2nd day of November instant) are required to send the particulars of such claims or demands to me, the undersigned, Henry Child, at my Office, No. 2, Paul's Bake-house-court, Doctors' Commons, London, on or before the 31st day of December next, at the expiration of which time the executors of the said Christian Child 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 20th day of November, 1863.

HENRY CHILD, Solicitor, No. 2, Paul's Bake-house-court, Godliman-street, Doctors' Commons.

JOHN HOILE, 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 claims or demands upon or against the estate of John Hoile, late of Sandwich, in the county of Kent Gentleman, formerly a Brewer there (who died on the 18th day of July, 1863, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 21st day of October, 1863, by Richard Harrison, of Sandwich aforesaid, Fellmonger, and the undersigned Thomas Dorman, of the same place, Gentleman, the executors therein named), are required to send the particulars of their debts and claims to the said Thomas Dorman, the Solicitor for the said executors, on or before the 31st day of December, 1863, after which time the executors will proceed to distribute the whole of the assets of the said John Hoile deceased, having regard only to the claims of which they may have then had notice; and the executors 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 this 17th day of November, 1863.

THOMAS DORMAN, Sandwich, Kent, Solicitor.

JAMES CRAMPTON, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and other persons claiming debts or liabilities affecting the estate of James Crampton, late of Hythe House, near Staines, in the county of Middlesex, Esquire (who died on the 16th day of September, 1863, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 10th day of October, 1863, by Sarah Ann Crampton, Harriet Crampton, and Charles Cleare, the executors thereof, are hereby required to send in to the said executors, at our office, No. 56, Lincoln's-inn-fields, in the county of Middlesex, the particulars of their debts, claims, or demands against the estate of the said testator, on or before the 7th day of January, 1864; and notice is hereby given, that on or after the said 7th day of January, 1864, the said executors will distribute the assets of the said testator among the parties entitled, having regard only to the debts, claims, and demands of which the said executors shall then have received notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 21st day of November, 1863.

RASHLEIGH and SMART, No. 56, Lincoln's-inn-fields, London, Solicitors of the said Executors.

Re RICHARD LLOYD JONES, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vict., cap. 35, sec. 29, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claim against the estate of Richard Lloyd Jones, late of Gelli, in the parish of Llandwroy, in the county of Carnarvon, Surgeon, deceased, who died on the 19th day of October, 1863, are to send in the particulars of such claims or demands to Mr. Ebenezer Welhams, of Brynleg, in the

parish of Llanllyfni, near Carnarvon, in the said county, on or before the 31st day of December next, and in default thereof, the administratrix of the said deceased, will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which the said administratrix shall then have had notice.—Dated this 19th day of November, 1863.

RICHD. D. WILLIAMS, Solicitor to the Administratrix.

JOHN JONES, Deceased.

Pursuant to an Act of Parliament of the 22 and 23 Vict., cap. 35.

NOTICE is hereby given, that all persons having claims against the estate of John Jones, late of Dawley, Salop, Miner, deceased, who died 16th May, 1857, are required to send in the particulars thereof to his administrators, at the offices of the undersigned, on or before the 19th of December next, after which time the administrators will proceed to distribute the assets amongst the parties entitled thereto, having regard only to the claims of which they shall then have received notice.—Dated 7th November, 1863.

RICHARD PALIN, Solicitor, Shrewsbury.

BRITISH GUIANA.

Official Advertisement.—Demerary and Essequibo, to wit.

In pursuance of the Ordinance No. 7, of the year 1851, I, the undersigned, Administrator-General of Demerary and Essequibo, in the colony of British Guiana, do hereby call up and require the creditors and claimants of the estates hereinunder mentioned, to file their claims according to law, at my office, in the Public-buildings, in the city of Georgetown, in the colony aforesaid, within the period of four months from the publication of my second and last advertisement, in the London Gazette, on pain, in default thereof, of being debarred from filing thereafter any claims omitted to be filed within the period aforesaid.—This being my second and last advertisement.

Demerary and Essequibo, this 23rd day of August, 1863.

JOHN DALY, Administrator-General of Demerary and Essequibo.

List of Estates referred to in the above Official Advertisement.

Estate of Manuel Nunes, an Insolvent under Ordinance, No. 29, anno 1846.

Estate of E. G. H. Van Nooten, Druggist, an Insolvent, under Ordinance No. 29, anno 1846.

Estate of John Keith, lately carrying on business as a Smith, an Insolvent, under Ordinance No. 29, anno 1846.

Estate of W. Wishart, an Insolvent, under Ordinance No. 29, anno 1846.

JOHN DALY, Administrator-General.

In Chancery.—Between Sarah Maria Fryer Bonfield, Plaintiff; Thomas Grant, George Leach, and Mary his wife, William Bonfield, John Rhodes, and Sarah his wife, Thomas Pasheller, John Pasheller, Jane Pasheller, Charles Pasheller, George Pasheller, Henry Greenhalgh, and Sarah his wife, and William Henry Swallow, and Frederick Bonfield, who is out of the jurisdiction of this Honourable Court, Defendants.

TAKE notice, that this Honourable Court will be moved before his Honor the Master of the Rolls on the 10th day of December next, or so soon after as Counsel can be heard, by Mr. Bristowe, of Counsel for the Plaintiff; that the Bill filed in this cause on the 22nd day of December, 1862, may be ordered to be taken, pro confesso, against the above-named Defendant, Frederick Bonfield, pursuant to the fourth rule of the twenty-second order of the Consolidated Orders of this Honourable Court.—Dated this 9th day of November, 1863.

Yours, &c.,

H. H. LAWRENCE, Plaintiff's Agent, No. 30, Bedford-square, W.C.

In Chancery.

In the Matter of an Act, made and passed in the session holden in the 19th and 20th years of Her present Majesty, intituled "An Act to facilitate Leases and Sales of Settled Estates;" and in the Matter of a piece or parcel of meadow-land, known as Barnfield, in the parish of Finchley, in the county of Middlesex, and a piece or parcel of land, fruit plantation, and garden ground in the parish of West Drayton, in the county of Middlesex, respectively, devised by the will of John Oakley, deceased.

NOTICE is hereby given, that a Petition in the above-mentioned matter was, on the 30th day of October, 1863, presented to the Right Honorable the Master of the Rolls, by Jane Oakley, of No. 25, Cavendish-road West, St. John's-wood, in the county of Middlesex, Widow and relict of the said testator John Oakley, John Jeffries

Oakley, of No. 182, Piccadilly, in the county of Middlesex, Gentleman, William Alfred Oakley, of No. 8, Carlton-chambers, Regent-street, in the said county of Middlesex, Auctioneer, Edwin Thomas Oakley, of Shooter's-hill, near Wem, in the county of Salop, Gentleman, Frederick Oakley, of No. 25, Cavendish-road West aforesaid, Gentleman, George Hulme Beaman, of No. 6, Bridge-avenue, Hammersmith, in the said county of Middlesex, Surgeon and Apothecary, and Jane Elizabeth his wife, by the said Jane Oakley her mother and next friend, Emily Jane Beaman, George Hulme Robins Beaman, Kate Julia Beaman, and Arthur Henry Beaman, all of No. 6, Bridge-avenue aforesaid, and respectively infants, by George Castell Scorer, of [No. 27, Park-road, St. John's-wood, in the said county of Middlesex, Gentleman, their guardian, Fanny Fortnum Oakley, of No. 25, Cavendish-road West aforesaid, an infant, by the said George Castell Scorer her guardian, George Scorer, of No. 182, Piccadilly aforesaid, Italian Warehouseman, and Thomas Oakley, of No. 31, St. Martin's-lane, in the said county of Middlesex, Currier, praying that certain contracts, bearing date respectively the 31st day of August, 1863, and the 1st day of October, 1863, the first of such contracts being made between the petitioners Jane Oakley, George Scorer, Thomas Oakley, and John Jeffries Oakley, of the one part, and John Harris Heal of No. 196, Tottenham-court-road, in the county of Middlesex, Gentleman, of the other part, for the sale of a piece or parcel of meadow-land, called or known as Barnfield, and containing 7A. and 17P. or thereabouts, situate on the west side of the road leading from Finchley Church to Hendon Church, in the parish of Finchley, in the county of Middlesex, in the occupation of William Roe, as tenant thereof, all timber and other trees to be included in the purchase; and the second of such contracts being made between the said petitioners Jane Oakley, George Scorer, Thomas Oakley, and John Jeffries Oakley, of the one part, and John Mortlock, of No. 250, Oxford-street, in the county of Middlesex, Chinaman, of the other part, for the sale of a piece or parcel of land, fruit plantation, and garden ground, walled round with brick, situate in the parish of West Drayton, in the county of Middlesex, containing 2A. and 12P., or thereabouts, as the same were then in the occupation of one George Bagley; all the timber, fruit, and other trees, buildings, and property of every description, in and upon the said last-mentioned land belonging to the vendors, to be included in the purchase, might respectively be ordered to be carried into effect, or that the same premises respectively might be respectively sold under the Order of the High Court of Chancery, in such manner as the said Court might direct; and that on any sale the said petitioners Jane Oakley, George Scorer, Thomas Oakley, and John Jeffries Oakley might convey the settled shares in the said hereditaments and premises, and that the moneys which should be received from the respective sales of the entireties of the said hereditaments and premises might be paid into the Bank, to the account of the Accountant-General of the said Court, exparte the petitioners in the matter of the said Act, and be dealt with as in the said Petition is mentioned. 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 Solicitor, Mr. John Douglass Finney, situate at No. 6, Furnivals-inn, Holborn, in the county of Middlesex.—Dated this 21st day of November, 1863.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of William Barclay David Donald Turnbull, late of No. 3, Stone Buildings, Lincoln's-inn, in the county of Middlesex, and of Lower Brunswick-terrace, Islington, in the same county, Esquire, deceased; and in a cause between William Marshall, plaintiff, and Grace Turnbull, Widow, defendant, the creditors of the said William Barclay David Donald Turnbull (who died on the 22nd day of April, 1863), are, by their Solicitors, on or before the 16th day of December, 1863, to come in and prove their debts at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, Middlesex, or in default thereof, they will be peremptorily excluded from the benefit of the said Order. 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 the 17th day of November, 1863.

PURSUANT to a Decree of the High Court of Chancery, made in a cause, Eliza Harriot Robson, Widow, against Fleetwood Pellew Wilson and others, the creditors of Samuel Stoddart, late of No. 34, Alpha-road, Regent's-park, in the county of Middlesex, Esquire, who died in or about the month of October, 1861, 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 Decree. Friday, the 18th day of December, 1863, at two o'clock in the afternoon, at the said Chambers, is appointed for hearing and

adjudicating upon the claims.—Dated this 18th day of November, 1863.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Francis Hansford Hora and others against Marian Hora and others, the creditors of James Hora, late of Notting hill, Kensington, in the county of Middlesex, Surgeon, who died in or about the month of October, 1843, are, by their Solicitors, on or before the 8th of December, 1863, to come in and prove their debts at the chambers of the Master of the Rolls, at the Roll's-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Wednesday, the 16th 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 an Order of the High Court of Chancery made in the matter of the estate of James Beckingham, late of No. 13, Stamford-street, Blackfriars-road, in the county of Surrey, Winemerchant, deceased, who died on or about the 31st day of August, 1862, at No. 13, Stamford-street aforesaid, and in a cause wherein Emanuel Jonas, John Jonas, David Jonas, and Hyam Jonas, are plaintiffs, and James Robert Beckingham is defendant, the creditors of the said James Beckingham, are, by their Solicitors, on or before the 18th day of December, 1863, to come in and prove their debts or claims, at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, in the county of Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Monday, the 11th day of January, 1864, at twelve of the clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 19th day of November, 1863.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Frederick Some Hewson and others against John James, the creditors of John Hewson, late of No. 6, Dunsford-place, in the parish of Bathwick, in the county of Somerset, Esquire, who died on or about the 4th day of June, 1859, and the incumbancers on his real estates, 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 twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 18th day of November, 1863.

PURSUANT to a Decree of the High Court of Chancery, made in a cause George William Hooper and another against Thomas Lyddon Surrage and others, the creditors of George Hooper, late of Cotington-court, in the parish of Sholdon, in the county of Kent, Esquire, who died on or about the 30th day of May, 1849, are, by their Solicitors, on or before the 19th 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. Wednesday, the 23rd 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 21st day of November, 1863.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Thomas Murphy, late of No. 22, Albion-grove, Islington, in the county of Middlesex, and No. 84, Golden-lane, in the same county, Salesman, deceased, between Daniel Walsh and others, plaintiffs, and John Collins, defendant, the creditors of the above-named Thomas Murphy, who died on or about the 16th day of July, 1863, are, by their Solicitors on or before the 11th day of January next, to come in and prove their claims 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 Order. Friday, the 15th day of January, 1864, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the debts or claims.—Dated this 21st day of November, 1863.

PURSUANT to a Decree of the High Court of Chancery, made in a cause, wherein John Holmes is Plaintiff, and Francis Cressy Bridge, and Sarah his wife, and others, are defendants, the creditors of Edward Woolmer, late of Stisted, in the county of Essex, Farmer, deceased, who died on the 6th day of October, 1846, are, by their Solicitor, on or before the 17th day of December, 1863, to come in and prove their debts at the chambers of the Vice-Chancellor Sir William Page Wood, No. 11, New-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the

said Decree. Tuesday, the 22nd day of December, 1863, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating on the claims.—Dated this 12th day of November, 1863.

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—6034.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—5th November, 1863.

Date of execution by Debtor—5th November, 1863.

Name and description of the Debtor, as in the Deed—William Henry Woollett, of High-street, Peckham, in the county of Surrey, Grocer, Cheese-monger, and Dealer in Foreign Wines, of the one part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Albert Fincham, of 55, Charing-cross, Wholesale Grocer, and William Jacob Haynes, of 209, High-street, Southwark, Wholesale Cheese-monger; on behalf of and with the assent of the creditors of the said William Henry Woollett, 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—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—6036.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—11th November, 1863.

Date of execution by Debtor—11th November, 1863.

Name and description of the Debtor, as in the Deed—Edward Tonge, of No. 5, Red Lion-square, in the county of Middlesex, Solicitor, thereafter called the debtor, of the second part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors of Edward Tonge, of the first part.

A short statement of the nature of the Deed—Composition, whereby the debtor agrees to pay a composition of five shillings in the pound to all and every the creditors of the said debtor within six weeks from the date thereof.

When left for Registration—20th 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—6037.

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—John Spencer Hall, of Heywood, in the county of Lancaster, Chemist and Druggist.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Chadwick, of the same place, Agent, on behalf of and by and with the assent of the undersigned John Spencer Hall.

A short statement of the nature of the Deed—Assignment of all the debtor's estate and effects to the said trustee, absolutely, to be applied and administered for the use and benefit of all and every the creditors of the said debtor, as in bankruptcy.

When left for Registration—21st November, 1863, at half-past eleven.

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—6038.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Composition.

Date of Deed—9th November, 1863.

Date of execution by Debtor—19th November, 1863.

Name and description of the Debtor, as in the Deed—Joseph Francis, of No. 7, Saint John's-terrace, Waltham Green, in the parish of Fulham, in the county of Middlesex, Baker and Corndealet.

The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—None.

A short statement of the nature of the Deed—By the Deed the creditors agree to accept a composition of two shillings in the pound in discharge of their several debts, such sum to be paid within twenty-one days from the date of the said Deed.

When left for Registration—21st November, 1863, at 12 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—6039.

Title of Deed, whether Deed of Assignment, Composition or Inspectorship—Conveyance.

Date of Deed—The 30th October, 1863.

Date of execution by Debtor—The 30th October, 1863.

Name and description of the Debtor, as in the Deed—Charles Cooper, of No. 12, Arlington-square, Islington, in the county of Middlesex, Agent.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Edwin Stallard, of No. 3, Charles-street, Oxford-road, Downham-road, Islington, in the county of Middlesex, Tailor.

A short statement of the nature of the Deed—Conveyance of all the debtor's estate and effects to the said trustee, absolutely, to be applied and administered for the benefit of the creditors of the said debtor, in like manner as if the said debtor had been, at the date thereof, duly adjudged bankrupt.

When left for Registration—The 21st day of 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—6040.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—12th day of November, 1863.

Date of execution by Debtor—12th day of November, 1863.

Name and description of the Debtor, as in the Deed—John Potter, of No. 7, New Orchard-street, in the parish of Saint-James, in the city of Bath, in the county of Somerset, Wheelwright, Smith, Grocer, and Tea Dealer, of the one part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Cox, of the city of Bath, Wholesale Grocer, on behalf 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 applied and administered for the benefit of his creditors.

When left for Registration—21st 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—6041.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—The 2nd day of November, 1863.

Date of execution by Debtor—The 2nd day of November, 1863.

Name and description of the Debtor, as in the Deed—Robert Walker, of Workington, in the county of Cumberland, Grocer and Dealer in China, Glass, and Earthenware, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Joseph Fletcher, Grocer, and John Barwise, Gentleman, both of Maryport, in the county of Cumberland, (executors and trustees of Francis Walker, deceased), George Walker, of Liverpool, in the county of Lancaster, Druggist, John Walker, of Maryport, in the county of Cumberland, Watch Maker, Joseph Walker, of Seaton, in the county of Cumberland, Gentleman, and Francis Walker, of Maryport, in the county of Cumberland, Grocer, of the second part; and the several persons whose names and firms are set forth in the schedules hereunder written, being respectively creditors in their own right, or in copartnership, or agents or representatives of creditors, and all other the creditors (if any) of the said Robert Walker, of the third part.

A short statement of the nature of the Deed—Composition, whereby the debtor covenants to pay to all his creditors a composition of 7s. in the pound, by three equal instalments at two, four, and six months, and a release by the creditors.

When left for Registration—The 21st day of 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—6042.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—11th November, 1863.

Date of execution by Debtors—11th November, 1863.

Names and descriptions of the Debtors, as in the Deed—Robert Bradwell and John Bradwell, trading together at Congleton, in the county of Chester, as Iron and Brass Founders, under the firm or style of R. and J. Bradwell.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Dennis Bradwell, of Congleton aforesaid, Silkman, on behalf and with the assent of the undersigned, creditors of the said Robert Bradwell and John Bradwell.

A short statement of the nature of the Deed—Conveyance of all the debtor's estate and effects to the said Dennis Bradwell, absolutely, to be applied and administered for the benefit of the creditors of the said debtor's as in bankruptcy.

When left for Registration—21st 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—6043.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—14th November, 1863.

Date of execution by Debtor—14th November, 1863.

Name and description of the Debtor, as in the Deed—Benjamin Hammond Richardson, of Dewsbury, in the county of York, Dyer.

Names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Horsfall Watson, of Primrose Cottage, Dewsbury Bank, near Dewsbury aforesaid, Leather Merchant, on behalf and with the assent of the therein undersigned creditors.

A short statement of the nature of the Deed—Conveyance of all the debtor's estate and effects to the trustee for the benefit of the debtor's creditors, to be applied and administered as in bankruptcy.

When left for Registration—21st November, 1863, at half-past one o'clock.

C. H. KEENE, 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—6045.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Arrangement and Release.

Date of Deed—26th October, 1863.

Date of execution by Debtor—26th October, 1863.

Name and description of the Debtor, as in the Deed—Richard Stilwell, of No. 18, Wilmington-square, in the county of Middlesex, Government Clerk.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Isaac Charlton, of the Geological Society, Somerset House (trustee), second part, and the creditors of the said Richard Stilwell, third part.

A short statement of the nature of the Deed—Arrangement. Covenant by the said debtor with the said trustee to pay him twelve pounds and ten shillings on the 17th November next, and the further sum of £12 10s. every six weeks thereafter, making together £100 per annum by eight half quarterly payments, together with interest at five pounds per centum per annum, upon trust to pay and satisfy the several and respective debts of all his creditors, and a release.

When left for Registration—21st 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—6046.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—30th October, 1863.

Date of execution by Debtor—30th of October, 1863.

Name and description of the Debtor, as in the Deed—James Houghton, of Sandon-street, Salford, in the county of Lancaster, Ironfounder, of the one part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Daniel Woodhead, of the city of Manchester, Accountant, on behalf and with the assent of the therein undersigned creditors, of the other part.

A short statement of the nature of the Deed—Conveyance by the debtor of his estate and effects to the trustee, absolutely, to be applied and administered for the benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—23rd November, 1863, at ten o'clock.

C. H. KEENE, 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—6047.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—11th day of November, 1863.

Date of execution by Debtor—11th day of November, 1863.

Name and description of the Debtor, as in the Deed—Nicholas Ward, of Dudley-road, Wolverhampton, in the county of Stafford, Baker and Dealer in Flour.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Langman, of Wolverhampton aforesaid, Broker, 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 trustee, absolutely, to be applied and administered for the benefit of the creditors of the said debtor, as in bankruptcy.

When left for Registration—23rd 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—6048.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—28th October, 1863.

Date of execution by Debtor—28th October, 1863.

Name and description of the Debtor, as in the Deed—Frederick Henry Sutton, of King's-place, Commercial-road East, in the county of Middlesex, Grocer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Julius Lowenthal, of No. 16, Little Tower-street, Provision Merchant, and John Radmall, of No. 2, Bishopsgate-street Without, Provision Merchant, both in the city of London.

A short statement of the nature of the Deed—Conveyance by the said Frederick Henry Sutton of all his estate to the said trustees, absolutely, for the benefit of his creditors, as in bankruptcy.

When left for Registration—23rd 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—6049.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Conveyance.

Date of Deed—9th November, 1863.

Date of execution by Debtor—9th November, 1863.

Name and description of the Debtor, as in the Deed—John Whitaker, of Ware, in the county of Hertford, Builder.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Copsey, of Ware aforesaid, Smith, and Benjamin Medcalf, of Ware aforesaid, Chemist, Trustees.

A short statement of the nature of the Deed—Conveyance to the trustees, absolutely, of all the estate and effects of the debtor, to be applied and administered for the benefit of the creditors of the said debtor, as in bankruptcy.

When left for Registration—23rd 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—6050.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment.

Date of Deed—15th October, 1863.

Date of execution by Debtors—28th October, 1863.

Names and descriptions of the Debtors, as in the Deed—Samuel Miller and James Dixon Churchill, trading under the style or firm of Churchill, Miller, and Company, Coal Merchants, of No. 46, Coal Exchange, in the city of London.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John King, of Queen-street, Cheapside, in the city of London, Printer, James Arthur Livingston, of Swansea, in the county of Glamorgan, Shipbroker, Mordecai Jones, of Brecon, in the county of Brecon, Coal Owner, and Alfred Maddick, of No. 92, Fleet-street, in the city of London, trustees, on behalf of all the creditors of the said Samuel Miller and James Dixon Churchill.

A short statement of the nature of the Deed—A Deed of Assignment to trustees above-named of all credits, book debts, estate and effects of or belonging to Samuel Miller and James Dixon Churchill, to be applied and administered for the benefit of their creditors, in like manner as if they had been at the date of the deed duly adjudged bankrupts.

When left for Registration—23rd 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—6051.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—27th October, 1863.

Date of execution by Debtor—27th October, 1863.

Name and description of the Debtor, as in the Deed—James Pasmore, of Staines, in the county of Middlesex, Couchmaker.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Archer and William Hunter (trustees) 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 debtor to the said trustees, 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—23rd November, 1863, at half-past 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—6052.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—The 26th October, 1863.

Date of execution by Debtors—The 26th October, 1863.

Name and description of the Debtor, as in the Deed—Stephen Lampard, of No. 42, Saint James'-street, Portsea, in the county of Hants, Plumber, Painter, and Glazier.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Charles Bant Hatch, of Portsea aforesaid, 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 debtor of all his estate and effects to the said trustee, absolutely, to be applied and administered for the benefit of his creditors, as in bankruptcy.

When left for Registration—23rd 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—6053.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment and 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—William Eccles, late of King's Bench-walk, Inner Temple, London, Barrister-at-law, but now of Blackburn, in the county of Lancaster, John Eccles, and Samuel Eccles, both of Blackburn aforesaid, and which said William Eccles, John Eccles, and Samuel Eccles, carry on business in co-partnership, at Blackburn aforesaid, as Cotton Spinners and Manufacturers, under the style or firm of Wm. Eccles and Sons, thereinafter referred to by the expression debtors of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Houldsworth McConnell, of the city of Manchester, Commission Agent, John Farrer of the same city, Banker, and James Cannan, also of the same city, Warehouseman, trustees for the creditors of the said debtors, as thereinafter expressed, of the second part; and the several other persons whose names, or the names of whose firms are written in the schedule thereunder written, being creditors of the said debtors, and all other (if any), the creditors of the said debtors, and all of whom are thereinafter referred to by the expression creditors of the third part.

A short statement of the nature of the Deed—Conveyance and assignment of all the real and personal estate and effects, whatsoever, and wheresoever, of the said debtors unto the said trustees, upon trust, for the equal benefit of all the creditors of the said debtors, distinguishing nevertheless between joint and separate assets and joint and separate debts, and administering all such assets in like manner as in bankruptcy.

When left for Registration—The 23rd day of 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—6054.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—3rd November, 1863.

Date of execution by Debtor—3rd November, 1863.

Name and description of the Debtor, as in the Deed—Thomas Girdham, of Boston, in the county of Lincoln, Baker and Grocer and General Provision Dealer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Lester Daulton, of Boston aforesaid, Corn Merchant, and James Buckley, of the same place, Ship Owner, 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 trustees, absolutely, to be applied for the benefit of his creditors, as in bankruptcy.

When left for Registration—23rd 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—6055.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—20th November, 1863.

Date of execution by Debtor—20th November, 1863.

Name and description of the Debtor, as in the Deed—Luke Jagger, of Leeds, in the county of York, Woollen Cloth Merchant, of the one part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—George Lister, of Hanging Heaton, near Dewsbury, in the said county of York, Cloth Manufacturer, and John Milner, of Leeds aforesaid, Butcher, on behalf and with the assent of the undersigned creditors of the said Luke Jagger, of the other part.

A short statement of the nature of the Deed—Conveyance of all the debtor's estate and effects to the said trustees, absolutely, to be applied and administered for the benefit of the creditors of the said debtor, as in bankruptcy.

When left for Registration—23rd 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—6056.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—12th day of November, 1863.

Date of execution by Debtor—12th day of November, 1863.

Name and description of the Debtor, as in the Deed—Thomas Bennett, of Brackley, in the county of Northampton, Corn Dealer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Arthur Thursby, of Wormlighton, in the county of Warwick, Gentleman, and John Wady, of Warkworth, in the county of Northampton, Gentleman, on behalf of and with the assent of the therein undersigned creditors of the said Thomas Bennett.

A short statement of the nature of the Deed—A Conveyance of all the estate and effects of the said debtor to the said trustees, absolutely, to be applied and administered for the benefit of the creditors of the said debtor, as in bankruptcy.

When left for Registration—23rd 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—6057.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—6th November, 1863.

Date of execution by Debtor—6th November, 1863.

Name and description of the Debtor, as in the Deed—William Bands, of No. 48, Queen-street, Portsea, in the county of Southampton, Boot and Shoe Manufacturer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Upton, of Gerard-street, Soho, in the county of Middlesex, Warehouseman, and James McRae, of Nos. 43 and 46, Bermondsey-street, London, Leather Manufacturer, 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 estate and effects of the said debtor to the said trustees, absolutely, to be applied and administered for the benefit of the creditors of the said debtor, as in bankruptcy.

When left for Registration—23rd 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—6058.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—20th November, 1863.

Date of execution by Debtor—20th November, 1863.

Name and description of the Debtor, as in the Deed—Robert Hone (known also as Robert William Hone), of No. 47, Broad-street, Ratcliff, in the county of Middlesex, Builder.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors of the said Robert Hone (known also as Robert William Hone).

A short statement of the nature of the Deed—Composition, whereby the debtor proposes and his creditors agree to accept payment of 2s. 6d. in the pound, on their debts, payable in cash, within six months from the registration of the deed.

When left for Registration—23rd day of 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—6059.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—20th November, 1863.

Date of execution by Debtor—20th November, 1863.

Name and description of the Debtor, as in the Deed—Edward Burden, formerly of Wells-street, Hackney, in the county of Middlesex, Undertaker, and now of York-street, Commercial-road East, in the said county of Middlesex, out of business.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors of the debtor.

A short statement of the nature of the Deed—Composition and release, whereby the said Edward Burden covenants to pay to all his creditors the sum of one shilling in the pound upon the amount of the debts respectively due from him to them.

When left for Registration—23rd 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—6060.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—6th day of November, 1863.

Date of execution by Debtor—6th day of November, 1863.

Name and description of the Debtor, as in the Deed—John Arthur Carthew, of Torquay, in the county of Devon, Esquire, of the one part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Kent Kingdon, of the city of Exeter, Upholsterer,

William Murray, of Liskeard, in the county of Cornwall, Auctioneer, and Joseph Arnold, of Plymouth, in the said county of Devon, Ironmonger, on behalf of and with the assent of the creditors of the said John Arthur Carthew, of the other part.

A short statement of the nature of the Deed—Conveyance by the said debtor of all his estate and effects to the said trustees, absolutely, to be applied and administered for the benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—23rd 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—6062.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—16th November, 1863.

Date of execution by Debtor—16th November, 1863.

Name and description of the Debtor, as in the Deed—Frederick Whitworth Nicholson, of Leeds-road, in Bradford, in the county of York, Organ Builder.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Job Norton, of Eccleshill, in the said county, Cloth Maker, and John Fawcett, of Eccleshill aforesaid, Cloth Maker, second part, and all the several creditors of the debtor, third part.

A short statement of the nature of the Deed—Composition and Release. Covenant by the said debtor and the said Job Norton and John Fawcett, for payment to the creditors of the debtor the sum of 2s. 6d. in the pound on their debts, on the 16th day of February next.

When left for Registration—23rd 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—6064.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—23rd day of November, 1863.

Date of execution by Debtor—23rd day of November, 1863.

Name and description of the Debtor, as in the Deed—William Sladden, of No. 14, Mornington-crescent, in the county of Middlesex, Gentleman, thereafter called the debtor, of the one part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—All the creditors of the said debtor, being parties who have executed, or in writing assented to or approved of, or otherwise become bound by the said deed, of the other part.

A short statement of the nature of the Deed—Composition by the debtor with his creditors, and a release by them to him in consideration of his covenant therein to pay composition of three pence in the pound within seven days after service of a written demand upon him.

When left for Registration—24th 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, and 198:—

Number—6065.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—28th day of October, 1863.

Date of execution by Debtor—28th day of October, 1863.

Name and description of the Debtor, as in the Deed—John Norman Sutton, of Gosport, in the county of Southampton, Upholsterer and Undertaker, of the one part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry Dashwood, of Gosport aforesaid, Merchant, and Isidore Simpson, of the same place, Jeweller and Silversmith on behalf and with the assent of the thereunder

signed creditors of the said John Norman Sutton, of the other part.

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the said debtor unto the said trustees, absolutely, to be applied and administered for the benefit of the creditors of the said debtor, as in bankruptcy.

When left for Registration—24th 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—6067.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Composition.

Date of Deed—7th day of November, 1863.

Date of execution by Debtor—7th day of November, 1863.

Name and description of the Debtor, as in the Deed—John Jones, of the Anchor-inn, at Swansea, in the county of Glamorgan, Licensed Victualler, Blacksmith, and Commission Agent.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The several creditors of the said John Jones.

A short statement of the nature of the Deed—A Deed of Composition. Covenant by the debtor to pay the creditors 5s. in the pound on their respective debts, and release by the creditors to the debtor in consideration thereof.

When left for Registration—The 24th day of 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—6068.

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—James Rodgers, of Barnsley, in the county of York, Grocer and Flour Dealer, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the creditors—James Frudd, of Barnsley aforesaid, Bank Manager, and Thomas Mallison, of the same place, Maltster, of the second part.

A short statement of the nature of the Deed—A Deed of Assignment of all the real and personal estate of the said James Rodgers to the said James Frudd and Thomas Mallison, upon trusts, for sale and distribution amongst the creditors of the said James Rodgers, subject to the charges and incumbrances upon the real estate.

When left for Registration—24th 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—6069.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—21st November, 1863.

Date of execution by Debtor—21st November, 1863.

Name and description of the Debtor, as in the Deed—George Bennet, of No. 35, Stockwell Park-road, in the county of Surrey, Gentleman.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Temperley, of Middlesborough, in the county of York, Coal Merchant.

A short statement of the nature of the Deed—Assignment of the whole of debtor's estate and effects whatsoever to the trustee to be applied and administered for the benefit of debtor's creditors in like manner as in bankruptcy.

When left for Registration—24th 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—6070.

Title of Deed whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Assignment.

Date of Deed—19th November, 1863.

Date of execution by Debtors—19th November, 1863.

Names and descriptions of the Debtors, as in the Deed—William Henry Waters and Walter Barnard, both of No. 14, Lower Whitecross-street, Cripplegate, in the city of London, Box Manufacturers, debtors, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Frederick Rudolph, of Gresham-house, in the city of London, Merchant, Alfred Goater, of Nottingham, Wholesale Stationer, and William Bull, of No. 23, Watling-street, in the city of London, Warehouseman, trustees, 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 of all the said debtors' real and personal estate and effects to the said trustees, for the benefit of all the creditors of the said debtors.

When left for Registration—24th November, 1863, at half-past one o'clock.

RICHARD BETHELL, Registrar.

ERRATUM.—In the advertisement of Trust Deed, in the London Gazette, of the 10th November, 1863, page 5339, the name of the debtor, James Morland, has been printed incorrectly, the same should have been James Moreland.

In the Matter of Hansard Jackson Bridges, of Wandsworth in the county of Surrey, Brewer. Adjudication dated 16th April, 1855.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 1½d. in the pound, upon application at my office, as under, any Monday, between the hours of eleven and two o'clock. No Dividend can be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 19, 1863.

H. H. STANSFELD, Official Assignee,
No. 1A, Basinghall-street, London.

In the Matter of John McLeownan, of No. 3, Barge-yard, Bucklersbury, in the city of London, Canvas Factor. Adjudication dated 26th September, 1862.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 2s. 5d. in the pound, upon application at my office, as under, any Monday, between the hours of eleven and two o'clock. No Dividend can be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 19, 1863.

H. H. STANSFELD, Official Assignee,
No. 1A, Basinghall-street, London.

Declaration of Dividend under a Petition, dated 24th January, 1863, against Charles Stuart, of No. 3, Union-square, New North-road, Wholesale Milliner.

NOTICE is hereby given, that the First Dividend, at the rate of 3s. 1½d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 23, 1863.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition dated 8th April, 1863, against James Enos Pharoah, of Somers-street, Southsea, Hants, Dairyman, &c.

NOTICE is hereby given, that the First Dividend, at the rate of 5s. 7½d. in the pound, is now payable, and that warrants for the same may be received by

those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two o'clock, on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 23, 1863.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 26th May, 1862, against William Anstey, of Little Sampford, Essex, Victualler and Grocer.

NOTICE is hereby given, that the First Dividend, at the rate of 2s. 1½d. in the pound, is now payable, and that warrants for the same may be received, by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration.—November 23, 1863.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 15th December, 1862, against Joseph Whittingham and Michael Denny, of Long-acre, Coach Makers.

NOTICE is hereby given, that the First Dividend, at the rate of 1s. 1½d. in the pound, is now payable, and that warrants for the same may be received, by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the Securities exhibited at the proof of the debt be produced, without the special directions of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration.—November 23, 1863.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 28th April, 1862, against William Reeves, of Winchester, Hants, Licensed Victualler.

NOTICE is hereby given, that the First Dividend, at the rate of 3s. 4d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two of the clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 23, 1863.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 29th August, 1862, for winding-up the Patent Bitumenized Water, Gas, and Drainage Pipe Company (Limited), of Old Ford, Bow.

NOTICE is hereby given, that the First Dividend, at the rate of 1s. 2d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of the Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 23, 1863.

E. W. EDWARDS, Official Assignee.

In the Matter of William James Burge and Edwin Burge of Tewkesbury, Drapers, &c, Bankrupts. Date of Adjudication, 23rd February, 1863.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 1s. 3d. in the pound, upon application at my office, on Wednesday, the 2nd day of December, between the hours of eleven and one, and every successive Wednesday. No Dividend can be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

EDWARD MANT MILLER, Official Assignee,
No. 19, St. Augustine's-parade, Bristol.

In the Matter of Benjamin Jeff-ris, of Cardiff, Iron and Metal Merchant, a Bankrupt. Date of adjudication 11th March, 1862.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 4s. in the pound, upon application at my office, as under, on Wednesday, the 2nd day of December, between the hours of eleven and one, and every successive Wednesday. No Dividend will be paid without the production of the securities, exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

EDWARD MANT MILLER, Official Assignee,
No. 19, St. Augustine's-parade, Bristol.

In the Matter of John Harris, of Blaenavon, Grocer and Draper, a Bankrupt. Date of Adjudication, 12th February, 1863.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 2s. 10d. in the pound, upon application at my office, as under, on Wednesday, the 25th day of November instant, between the hours of eleven and one, and every successive Wednesday. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

EDWARD MANT MILLER, Official Assignee,
No. 19, Saint Augustine's-parade, Bristol.

In re James Robinson, of Stanwix, in the county of Cumberland, Cattle Dealer, against whom a Petition for adjudication of Bankruptcy, bearing date the 3rd June, 1862, was duly filed.

I HEREBY give notice, that a First Dividend, at the rate of 1s. 4d. 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 28th 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 20, 1863.

THOMAS BAKER, Official Assignee.
Newcastle-upon-Tyne.

Declaration of Dividend, under a Petition, dated the 25th day of February, 1862, filed in the County Court of Devonshire, holden at East Stonehouse, by Betsey Amery, formerly of the Bristol Inn, No. 3, Nott-street, in the borough of Plymouth, in the county of Devon (Widow), Licensed Victualler, and now of No. 2, Nott-street, in the borough of Plymouth aforesaid (Widow), out of business.

NOTICE is hereby given, that the creditors who have proved their debts under the above estate, may receive a First and Final Dividend of 1s. 4d. in the pound, upon application at my office, St. George's Hall, East Stonehouse, on any day, between the hours of ten and four, except on Saturdays, when the office will be closed at one. No dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will, or the letters of administration under which they claim.

P. PEARCE, Official Assignee.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 21st day of February, 1863, presented to Her Majesty's Court of Bankruptcy, in London, by John Watson, of No. 20, Broad-court, Bow-street, in the county of Middlesex, previously of the Temple Bar Tavern, Fleet-street, in the city of London, then of No. 18, Penton-street, Islington, in the county of Middlesex, following no occupation or calling, and under which said Petition he was, on the same day, duly adjudged a bankrupt. This is to give notice, that by an Order of the said Court, bearing date the 20th day of November instant, the said adjudication of Bankruptcy was annulled.—Dated this 21st day of November, 1863.

WHEREAS an adjudication of Bankruptcy was, on the 16th day of October, 1863, made against Richard Jabez Grix, formerly of London-wall, in the city of London, afterwards of Natal, in South Africa, and then of Mason's-avenue, Basinghall-street, in the said city, Tailor, Dealer, and Chapman. This is to give notice, that the said adjudication is by order of the Court of Bankruptcy, bearing date the 20th day of November, 1863, annulled.

The Bankruptcy Act, 1861.

Notice of Adjudications and First Meeting of Creditors.

Arthur Granville Bradby, of No. 412, Oxford-street, in the county of Middlesex, Commercial Clerk, formerly of No. 82, Friar-street, Reading, in the county of Berks, out of business or employment, 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 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 of the clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Preston and Dorman, of No. 13, Gresham-street, are the Solicitors acting in the bankruptcy.

Leighton Terrey, formerly of No. 4, South Lambeth-place, South Lambeth, in the county of Surrey, afterwards of No. 143, Cambridge-street, Pimlico, in the county of Middlesex, but now of No. 5, Alma-terrace, Stockwell, Private-road, Stockwell, in the county of Surrey, Shorthand Writer, lately a Clerk in the Office of the Ecclesiastical Commissioners at No. 11, Whitehall-place, London, 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 (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 21st 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 12th 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 Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Mary Ann Bartlett and Amanda Bartlett, of Great Cressingham, in the county of Norfolk, Farmers, in Copartnership, Spinsters, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 1863, are hereby required to surrender themselves 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 twelve of the 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. H. Drew, of No. 4, New Basinghall-street, London, is the Solicitor acting in the bankruptcy.

Robert Tomlin Smith, of Wellingborough, in the county of Northampton, Baker, 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 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 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. Roscoe and Hincks, of No. 14, King street, Finsbury-square, are the Solicitors acting in the bankruptcy.

Joseph Sallis, of No. 23, South-place, Upper Grange-road, Bermondsey, Iron Moulder, formerly of No. 35½ Great Guildford-street, Union-street, Borough, Southwark, Iron Founder, both in the county of Surrey, 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 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. R. Hare, of No. 66, Basinghall-street, London, is the Solicitor acting in the bankruptcy.

Joseph Jennings, of No. 17, Endell-street, Long-acre, in the county of Middlesex, out of business or employ, previously thereto of No. 13, Endell-street aforesaid, Licensed Retailer of Beer, and having a license for the sale of Wine, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 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 Mr. R. H. Munday, of No. 6, Essex-street, Strand, is the Solicitor acting in the bankruptcy.

Robert Jaques, of No. 5 Chatham-place, Blackfriars, in the city of London, Vendor of Printing Ink, Advertising Agent, 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 20th 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 twelve of the 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. C. Gant, of No. 37, Nicholas-lane, London, is the Solicitor acting in the bankruptcy.

John Wood, heretofore of Kingsgate-street, Holborn, in the county of Middlesex, Publican, then of Palmerston-terrace, Walworth, in the county of Surrey, then of Crisp-street, Poplar, in the said county of Middlesex, then of Wokingham, in the county of Berks, then of Hanover-street, Pimlico, in the said county of Middlesex, then of Cornwall-street, Pimlico aforesaid, then of Pine-villas, Battersea, in the said county of Surrey, then and now of No. 79, Stanley-street, Pimlico in the county of Middlesex aforesaid, Commercial Traveller on commission, 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 12th day of December next, at one 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.

Thomas Megson, of No. 103, Warwick-street, Pimlico, in the county of Middlesex, out of business and employ, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 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 one 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. H. Pook, of No. 27, Basinghall-street, London, is the Solicitor acting in the bankruptcy.

Stephen John Sewell, of No. 4, Rufford's-buildings, Islington, in the county of Middlesex, Ham and Beef Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 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 12th day of December next, at one 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. Armstrong, of No. 33, Old Jewry, London, is the Solicitor acting in the bankruptcy.

Alfred Cumbers, of Romford, Essex, Drover and Horse Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 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 15th day of December next, at one 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. R. Hare, of No. 66, Basinghall-street, London, is the Solicitor acting in the bankruptcy.

Henry Clifford, of No. 4, Bloomsbury-terrace, Commercial-road East, in the county of Middlesex, Smith and Ironmonger, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 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 15th day of December next, at one 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. E. F. Marshall, of No. 9, Lincoln's-inn-fields, London, is the Solicitor acting in the bankruptcy.

Robert Smart, of No. 33, Nicholas street, St. Peter's-road, Mile-end-road, in the county of Middlesex, Bookkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 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 12th 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. M. Pope, of No. 27, Austin-friars, London, is the Solicitor acting in the bankruptcy.

John Hardy, of No. 120, Curtain-road, Shoreditch, in the county of Middlesex, Cabinet Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 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 one 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. Taylor and Jaquet, of No. 15, South-street, Finsbury-square, London, are the Solicitors acting in the bankruptcy.

Edward Charles Ferdinand Goosmann, of Nos. 34 and 37, Windmill-street, Tottenham-court-road, in the county of Middlesex, and of No. 46, Hunter-street, Brunswick-square, in the same county, Working Jeweller, 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 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 W. T. Ricketts, of No. 19, Frederick-street, Gray's-inn-road, London, is the Solicitor acting in the bankruptcy.

Joseph Osborn, Jeremiah Osborn, and Elijah Osborn, all of Kelvedon, in the county of Essex, Shoemakers, and Seed Growers, Copartners, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 19th day of November, 1863, are hereby required to surrender themselves 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. W. W. Duffield, of No. 30, Cornhill, London, is the Solicitor acting in the bankruptcy.

William Frederick Burrows, of Westow-street, Norwood, in the county of Surrey, Mattress and Palliase Maker and Furniture Dealer, now a Prisoner in Horse-monger-lane Gaol, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 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 15th 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. S. N. Cooper, of No. 43, Lincoln's-inn-fields, London, is the Solicitor acting in the bankruptcy.

Pierre Antoine Emile Guichard, late of No. 34, Lower Stamford-street, Blackfriars, in the county of Surrey, French Advocate, a Prisoner for Debt in Horse-monger-lane Gaol, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at Horse-monger-lane Gaol, on the 20th day of November, 1863, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London aforesaid, 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 three o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 12, 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 Hamilton, of No. 3, Campbell-road, Holloway, in the county of Middlesex, previously of No. 7, Retreat-cottages, Albert-road, Peckham, in the county of Surrey, before that of No. 1, Oak-terrace, Florence-road, Kennington-park, in the said county of Surrey, and before that of Croydon, in the said county of Surrey, Architect's Clerk, 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 (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 19th 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 two in the afternoon 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 Burbery, of Westow-hill, Upper Norwood, in the county of Surrey, Plumber, Painter, and Glazier, and also keeping a small Tobacconist's Shop, a Prisoner for Debt in Horsemaner-lane Gaol, in the county of Surrey, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy (in formâ pauperis), in London, on the 20th 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 two o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

William Rayner, of No. 18, Bucklersbury, in the city of London, trading under the firm of Rayner and Co., as Bill Broker and 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 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. B. Chidley, of No. 25, Old Jewry, is the Solicitor acting in the bankruptcy.

Robert Collier, of No. 14, Finsbury-pavement, in the city of London, Commercial Traveller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 19th 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 two 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. Treherne and Co., of No. 75, Aldermanbury, are the Solicitors acting in the bankruptcy.

Sydney George Shead, of No. 152, High-street, Rochester, Kent, Tailor, Hatter, and Woollen Draper, 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 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 two o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. J. H. Marshall, of No. 12, Hatton-garden, is the Solicitor acting in the bankruptcy.

Selina Butler, of No. 71, Oakley-square, in the parish of Saint Pancras, in the county of Middlesex, Boarding-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1863, is hereby required to surrender herself to John Fisher Miller, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th 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. G. Walker, of No. 12, Gray's-inn-square, is the Solicitor acting in the bankruptcy.

George Smith Stredder (sued as George S. Stredder), of No. 5, Wellesley-avenue, Starch-green, Hammersmith, Middlesex, Commission Agent for the Sale of Stone and Marble, a Prisoner for Debt in the Debtors' Prison, in the city of London, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Ma-

esty's Court of Bankruptcy, in London, on the 20th 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 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 Messrs. Holt and Mason, of Quality-court, Chancery-lane, are the Solicitors acting in the bankruptcy.

Thomas Baldwin, of Ross, in the county of Hereford, Carpenter and Milliner, 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 20th 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 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. John Williams, of Ross, and Messrs. Hodgson and Son, of Birmingham, are the Solicitors acting in the bankruptcy.

Theophilus Alfred Gilbert Willington, of Handsworth, in the county of Stafford, Doctor in 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 19th 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 day of December next, at twelve o'clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. Richards and Gillam, of Birmingham, are the Solicitors acting in the bankruptcy.

George Tyler, of Malvern Link, in the parish of Leigh Linton, in the county of Worcester, Baker and Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 19th day of November, 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 day of December next, at twelve of the clock at noon precisely, at the said Court, at Birmingham. Mr. Frederick Whitmore, of No. 17, Waterloo-street, Birmingham, is the Official Assignee, and Mr. T. A. Wilson, of Worcester, is the Solicitor acting in the bankruptcy.

Jonathan Parkins, of No. 59, Curzon-street, in the borough of Leicester, in the county of Leicester, Journeyman Carrier, 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 20th 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 8th 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 Mr. William Chamberlain, of Leicester, is the Solicitor acting in the bankruptcy.

Frederick Durk (sometimes called Frederick Durke), of Chewstoke, in the county of Somerset, Builder, late of Comford, in the county of Gloucester, Builder, and formerly of Cardiff, in the county of Glamorgan, Builder, 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 19th 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 11th day 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 Messrs. Bevan, Press, and Inskip, of Bristol, are the Solicitors acting in the bankruptcy.

John Stiles, of the city of Bristol, Corn Factor, 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 13th 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 11th of December next, at eleven 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. Bevan, Press, and Inskip, of Bristol, are the Solicitors acting in the bankruptcy.

Samuel Peter, late of the parish of Lewannick, in the county of Cornwall, Farmer, and late a Prisoner for Debt in the Gaol at Bodmin, in the county of Cornwall, having been adjudged bankrupt by the Registrar of the County Court of Cornwall, holden at Bodmin, attending at the Gaol of Bodmin, on the 10th of November, 1863, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Exeter District, at Exeter, 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 twelve o'clock at noon precisely, at the said Court, in Queen-street, Exeter. Mr. H. L. Hirtzel, of Queen-street, Exeter, is the Official Assignee, and Mr. Thomas Floyd, of Exeter, is the Solicitor acting in the bankruptcy.

Jesse Binns, of Oxenhope, near Keighley, in the county of York, Worsted 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 20th 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 7th 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. Terry and Watson, of Bradford, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

Nathan Sutcliffe, of Slaithwaite, near Huddersfield, in the county of York, 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 19th 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 7th 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. Floyd and Leary, of Huddersfield, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

Joseph Bottomley, of Bradford, in the county of York, Manufacturer and Yarn Agent, 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 7th 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. Floyd and Leary, of Huddersfield, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

Stephen Craggs and James Craggs, both of High-common, Ripon, in the county of York, carrying on business in copartnership as Farmers, under the style or firm of Stephen and James Craggs, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in the Court of Bankruptcy for the Leeds District, on the 21st day of November, 1863, are hereby required to surrender themselves to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. Theophilus Carrick, of Greek-street, Leeds, is the Official Assignee, and Mr. H. B. Harle, of Leeds, are the Solicitors acting in the bankruptcy.

Henry Bannister Smith, of Sheffield, in the county of York, Commercial Traveller, 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 21st day of November, 1863, is hereby required to surrender himself to Samuel Payne, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at ten of the clock in the forenoon precisely, at the said Court, at the Council-hall, Sheffield. Mr. George Young, of Sheffield, is the Official Assignee, and Mr. John Webster, of Sheffield, is the Solicitor acting in the bankruptcy.

Richard Fisher and William Fisher, both of Sheffield, in the county of York, Tailors and Drapers, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 21st of November, 1863, are hereby required to surrender themselves to Samuel Payne, Esq., a

Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at ten of the clock in the forenoon precisely, at the Council-hall, Sheffield. Mr. George Young, of Sheffield, is the Official Assignee, and Mr. Charles Edward Broadbent, of Sheffield, is the Solicitor acting in the bankruptcy.

Richard Jones, of Rwtan, in the parish of Botwog, in the county of Carnarvon, Farmer and Sheep Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 21st day of November, 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 7th day of December next, at eleven of the 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 Messrs. Evans, Son, and Sandys, of Commerce-court, Lord-street, Liverpool, are the Solicitors acting in the bankruptcy.

Aurelia Kanana, of No. 8, Spear-street, Back Piccadilly, within the city of Manchester, Merchant, trading under the style or firm of A. Kanana and Co., having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 21st 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 7th 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. J. H. and H. M. Taylor, of No. 21, Dickenson-street, Manchester, are the Solicitors acting in the bankruptcy.

Jane Sutcliffe, Widow, and Job Sutcliffe, of Rochdale, in the county of Lancaster, Provision Dealers and Importers of Yeast, carrying on business at Rochdale aforesaid, under the firm of J. and J. Sutcliffe, and at Newcastle-upon-Tyne, in the county of Northumberland, under the name of Job Sutcliffe, 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 20th of November, 1863, are hereby required to surrender themselves 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 8th of December next, at twelve of the clock at noon precisely, at the said Court, at Manchester. James Stansall Pott, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. J. and H. Standing, of Rochdale, are the Solicitors acting in the bankruptcy.

Joseph Oliver, at present residing at furnished lodgings in West-street, West Hartlepool, in the county of Durham, out of business, formerly of Tenant-street, in West Hartlepool aforesaid, carrying on business as a Provision Dealer and Contractor, and late residing at furnished lodgings in Crew, in the county of Cheshire, having at the same time furnished lodgings in West-street, West Hartlepool aforesaid, Contractor, 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 7th 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. William Marshall, of West Hartlepool, is the Solicitor acting in the bankruptcy.

James Beck, of High-street, Great Marlow, in the county of Buckingham, Butcher and Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Buckinghamshire, holden at High Wycombe, on the 16th day of November, 1863, is hereby required to surrender himself to James Whigham, Esq., Judge of the said Court, at the first meeting of creditors to be held before the said Judge, on the 16th day of December next, at twelve o'clock at noon precisely, at the said Court. John Parker, Registrar of the said Court, is the Official Assignee, and Daniel Clarke, of High Wycombe, is the Solicitor acting in the bankruptcy.

Robert Avery, formerly of Bledon, in the county of Buckingham, since of Thame, and now of Bledon aforesaid, Publican, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Buckinghamshire, holden at High Wycombe, on the 16th day of November, 1863, is hereby required to

surrender himself to James Whigham, Esq., Judge of the said Court, at the first meeting of creditors to be held before the said Judge, on the 16th day of December next, at twelve of the clock at noon precisely, at the said Court. John Parker, Registrar of the said Court, is the Official Assignee, and George Fell, of Aylesbury, is the Solicitor acting in the bankruptcy.

Stephen Fearby, of Askham Richard, near York, in the county of York, Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Yorkshire, holden at York, on the 5th day of November, 1863, is hereby required to surrender himself to Mr. Richard Perkins, 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 County Court Office, No. 25, Coney-street, York. Mr. Richard Perkins, of York, is the Official Assignee, and Mr. Joseph Mason, of York, is the Solicitor acting in the bankruptcy.

William Corp, of High-street, Hull, in the county of York, Tailor and Beershop Keeper, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, London, attending at the Whitecross-street Prison, in the city of London, on the 21st day of October, 1863, and the adjudication being directed to be prosecuted at the County Court of Yorkshire, holden at Kingston-upon-Hull, is hereby required to surrender himself to Mr. Charles Henry Phillips, the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 26th day of November instant, at twelve o'clock at noon 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.

Mary Ann Bosley, now and for the last past four years residing in the parish of Lydeard Saint Lawrence, in the county of Somerset, Widow and Innkeeper, and now out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Taunton, on the 21st of November, 1863, is hereby required to surrender herself to Mr. William Giles, 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. William Giles, of Taunton, is the Official Assignee, and Mr. Frederick Alfred Trenchard, of Taunton, is the Solicitor acting in the bankruptcy.

James Little, of No. 39, Castle-street, in the city and county of Bristol, Baker and Flour Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Bristol, on the 19th 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 18th 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, and Mr. D. H. Goolden is the Solicitor acting in the bankruptcy.

Sampson Lloyd, now and for one week residing in lodgings at the back of No. 47, Icknield-street East, Birmingham, in the county of Warwick, out of business and employment, previously and for nine months and upwards residing at the Bull's Head Inn, Key-hill, Hockley, Birmingham aforesaid, Retail Brewer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 19th 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 December 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. Alfred B. East, of No. 45, Ann-street, Birmingham, is the Solicitor acting in the bankruptcy.

John Kenrick Robinson, late of Moss-side, Hulme, Manchester, Commission Agent, and late a Prisoner for Debt in the Manchester City Gaol, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Lancashire, holden at Manchester, on the 14th day of November, 1863, 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 of December next, at half-past-nine in the forenoon precisely, at the Court, Nicholas-croft, Manchester. Mr. Samuel Kay is the Official Assignee, and Mr. J. Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

Robert Walsh, formerly residing and carrying on business in Long Millgate, as a Grocer, afterwards in Grey-street, Ardwick, as a Beer Retailer, afterwards in Lloyd-street, Greenheys, as a Confectioner and Beer Retailer, lately residing in Union-street, Greenheys, and at present residing in Embden-street, Hulme, out of business or employment, all which places are in Manchester, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Manchester, on the 19th of November, 1863, 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. Eltoft, of Manchester, is the Solicitor acting in the bankruptcy.

John Sheasby, residing in lodgings at the house of Mr. Abraham Anderson, of Mastoke-lane, in the parish of Great Packington, in the county of Warwick, Journeyman Baker, previously of Meriden, in the county of Warwick, Baker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Coventry, on the 19th day of November, 1863, is hereby required to surrender himself to T. H. Kirby, 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, Coventry. T. H. Kirby, Esq., of Coventry, is the Official Assignee, and Edwin Parry, of Birmingham, is the Solicitor acting in the bankruptcy.

Samuel Hoodless, of Bolton aforesaid, Joiner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Bolton, on the 28th 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 9th day of December next, at ten o'clock in the forenoon precisely, at the Office of the said County Court, Bolton. The said Registrar is the Official Assignee, and Mr. James Broughton Edge, of Bolton, is the Solicitor acting in the bankruptcy.

Elizabeth Watson Elliott (known as Elizabeth Elliott), of No. 5, Brunswick-street, Leeds, Yorkshire, in lodgings, Schoolmistress, previously of No. 8, Torquay-terrace, Far Headingley, near Leeds, Yorkshire, in lodgings, Schoolmistress, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 19th day of November, 1863, is hereby required to surrender herself to Mr. John William Sangster, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 23rd day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. John William Sangster, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

James Pester, of Burnham, in the county of Somerset, Cordwainer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Weston-super-Mare, on the 18th day of November, 1863, is hereby required to surrender himself to Henry Davies, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th of December next, at twelve of the clock at noon precisely, at the said Court. The above-named Registrar is the Official Assignee, and P. O. H. Reed, Esq., of Bridgwater, is the Solicitor acting in the bankruptcy.

Samuel Seawan, of Weston-super-Mare, in the county of Somerset, Yeoman, and late a Prisoner for Debt in the County Gaol of Taunton, in the said county, having been adjudged bankrupt by the Registrar of the County Court of Taunton, attending at the Gaol at Taunton, on the 13th day of March last, and the said bankruptcy thereby directed to be prosecuted in the County Court of Somersetshire, holden at Weston-super-Mare, is hereby required to surrender himself to Henry Davies, Esq., the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held on the 8th day of December next, at twelve o'clock at noon precisely, at the County Court Office, Weston-super-Mare. Henry Davies is the Official Assignee.

Frederick Davis, of Alcester, in the county of Warwick, Needle Scourer, Beerhouse Keeper, and Dealer in Tobacco, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Alcester, on the 21st day of November, 1863, is hereby required to surrender himself to Charles

Jones, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Charles Jones is the Official Assignee, and Messrs. Griffiths and Andrews, of Campden, Gloucestershire, are the Solicitors acting in the bankruptcy.

Noah Smith, of Wellington-street, Leek, in the county of Stafford, out of employment, and late of Custard-street, Leek aforesaid, out of employment, and formerly of Bosley, in the county of Chester, Journeyman Basket Maker, and previously thereto of Wigan, in the county of Lancaster, and for twenty years and upwards preceding thereto residing at Burslem, in the county of Stafford, and carrying on business as a Basket Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Leek, on the 20th day of November, 1863, is hereby required to surrender himself to James Bloore, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Offices, in Russell-street, in Leek. James Bloore is the Official Assignee, and Messrs. Edmund and Alfred Tennant, of Hanley, are the Solicitors acting in the bankruptcy.

James Monks, of No. 84, Bridge-street, within Warrington, in the county of Lancaster, Gunsmith and Cutler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Warrington, on the 16th day of November, 1863, is hereby required to surrender himself to William Nicholson, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th of December next, at one o'clock in the afternoon precisely, at the said Court, at the Court-house, Bank-street, Warrington. William Nicholson, Esq., of Warrington, is the Official Assignee, and Mr. George T. Moore, of Warrington, is the Solicitor acting in the bankruptcy.

John Johnson, of Scamblesby, in the county of Lincoln, Blacksmith, out of business, previously working in Camden, New Jersey, and in Philadelphia, Pennsylvania, in the United States of America, as a Journeyman Blacksmith, having, at the same time, a place of abode at Scamblesby aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Horncastle, on the 20th day of November, 1863, is hereby required to surrender himself to Richard Clitherow, 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 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.

Charles Beckett, of Clarence-street, Broomhall-street, Sheffield, in the county of York, Table Blade Forger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Sheffield, on the 21st day of November, 1863, is hereby required to surrender himself at the first meeting of creditors to be held on the 9th day of December next, at two of the clock in the afternoon precisely, at the Office of the said Court, in Bank-street, Sheffield. William Wake and Thomas William Rodgers are the Official Assignees, and Mr. William Binney, of Sheffield, is the Solicitor acting in the bankruptcy.

Thomas Wharrie, of Sheffield, in the county of York, Joiner and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Sheffield, on the 20th day of November, 1863, is hereby required to surrender himself at the first meeting of creditors to be held on the 9th day of December next, at two of the clock in the afternoon precisely, at the Office of the said Court, in Bank-street, Sheffield. William Wake and Thomas William Rodgers are the Official Assignees, and Mr. C. E. Broadbent, of Sheffield, are the Solicitors acting in the bankruptcy.

Robert Stoakes, of Sheffield, in the county of York, Licensed Victualler, having been adjudged bankrupt by the Registrar of the Leeds District Court of Bankruptcy, attending at the Gaol, at York Castle, in the county of York, on the 12th day of May, 1863, and the adjudication being directed to be prosecuted in the County Court of Yorkshire, holden at Sheffield, is hereby required to surrender himself at the first meeting of creditors to be held on the 9th day of December next, at two o'clock in the afternoon precisely, at the Office of the said Court, at Sheffield. William Wake and Thomas William Rodgers are the Official

Assignees, and Mr. C. E. Broadbent, of Sheffield, is the Solicitor acting in the bankruptcy.

Thomas Morgan, otherwise Thomas Thomas Morgan, of Ffrwdamas Dinas, near Pontypridd, in the county of Glamorgan, Contractor and Collier, and also carrying on business as a Contractor, at Glynfach, near Dinas aforesaid, in partnership with Morgan Rowland and Ishmael Williams, under the style or firm of Morgan and Company, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorganshire, holden at Pontypridd, on the 21st day of November, 1863, is hereby required to surrender himself to Edward Colnett Spickett, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, New Court-house, Pontypridd. Mr. Edward Colnett Spickett, of Pontypridd, is the Official Assignee, and Mr. John Plews, of Merthyr Tydfil, is the Solicitor acting in the bankruptcy.

William Richards, late of Saint Mary-street, Cardiff, in the county of Glamorgan, Innkeeper, having been adjudged bankrupt by the Registrar of the County Court of Glamorganshire, holden at Cardiff, attending at the Cardiff Gaol, on the 9th day of October, 1863, and the adjudication being directed to be prosecuted at the County Court of Glamorganshire, holden at Cardiff, is hereby required to surrender himself to Robert Francis Langley, 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 eleven o'clock in the forenoon precisely, at the County Court Office, Saint Mary-street, Cardiff. Mr. Robert Francis Langley, of Saint Mary-street, Cardiff, is the Official Assignee, and Mr. F. J. Wilcocks, of Cardiff, is the Solicitor acting in the bankruptcy.

Beswick Winterbottom, late of Waterhead Mill, within Oldham, in the county of Lancaster, Machine Maker (Journeyman), having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at Lancaster Castle, on the 17th day of September, 1863, and the adjudication being directed to be prosecuted at the County Court of Lancashire, holden at Oldham, is hereby required to surrender himself to the Judge of the said last-mentioned Court, at the first meeting of creditors to be held before the said Judge, on the 11th day of December next, at twelve o'clock at noon precisely, at the Townhall, Oldham. Mr. John Summerscales is the Official Assignee, and Mr. Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

Hamlet Poole, of Northwood, Hanley, in the county of Stafford, Boot and Shoe Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, on the 21st day of November, 1863, is hereby required to surrender himself to Edward Challinor, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 19th day of December next, at twelve of the clock at noon precisely, at the County Court Office, Lamb-street, Hanley. Mr. Edward Challinor, of Hanley, is the Official Assignee, and Mr. Robert William Litchfield, of Newcastle-under-Lyme, is the Solicitor acting in the bankruptcy.

David Williams, of Salop-street, Wolverhampton, in the county of Stafford, Licensed Retailer of Ale, Porter, and Tobacco, also being employed as a Factor's Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Wolverhampton, 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 14th day of December next, at twelve o'clock at noon precisely, at the Court-house, Queen-street, Wolverhampton. Mr. C. G. Brown, of Wolverhampton, is the Official Assignee, and Mr. George Cresswell, of Wolverhampton, is the Solicitor acting in the bankruptcy.

Thomas Morgan, residing in furnished lodgings at the house of Richard Tollis, situate at Holland Brockmoor, in the parish of Kingswinford, in the county of Stafford; Journeyman Tin Pickler, before then of New Town, Brockmoor aforesaid, Journeyman Tin Pickler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Stourbridge, on the 20th day of November, 1863, is hereby required to surrender himself to John Harward, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 16th day of December next, at ten o'clock in the forenoon precisely, at the said Court. The Registrar is the Official Assignee, and Mr. Charles W. Collis, of Stourbridge, is the Solicitor acting in the bankruptcy.

Thomas Page, of Halesworth, in the county of Suffolk, of no trade, employment, or occupation, and late a Prisoner for Debt in the County Gaol of Suffolk, at Ipswich, in the county of Suffolk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Ipswich, on the 7th day of November, 1863, and the adjudication being directed to be prosecuted in the County Court of Suffolk, holden at Halesworth, is hereby required to surrender himself to Mr. Robert Beales Baas, Registrar of the said last-mentioned 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 County Court Office, Halesworth. Mr. Robert Beales Baas, of Halesworth, is the Official Assignee, and Mr. J. M. Pollard, of No. 2, Market-lane, Ipswich, 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.

Joseph Henry Jeans, of the town and county of the town of Southampton, Medical Practitioner, formerly and during part of the same time carrying on the business of a Draper, at Stalbridge, in the county of Dorset, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 9th 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 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 three 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 Messrs. Liuklaters and Hackwood, of Walbrook, are the Solicitors acting in the bankruptcy.

Peter Frankland, of No. 19, South-street, Manchester-square, in the county of Middlesex, Boot and Shoe Maker, 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 (in formâ 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 Goulburn, Serjeant-at-Law, 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 of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-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 Goudie, formerly of Nos. 25 and 19, Green-street, Bedford-row, in copartnership with William Buchan, and trading as Goudie and Buchan, as Carvers and Gilders; then of the same places; then and now of No. 8, Chapel-street, Lambs Conduit-street, Bedford-row, all in Middlesex, Carver, Gilder, and Mirror Frame 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 (in formâ 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 Goulburn, Serjeant-at-Law, 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 twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

James Kemp, of No. 14, Meredith-street, Clerkenwell, in the county of Middlesex, Goldsmith 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 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 Goulburn, Serjeant-at-Law, 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 two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Lawrence, Flews, & Boyer, of Old Jewry-chambers, London, are the Solicitors acting in the bankruptcy.

Benjamin Collins, formerly of the White Lion inn, Cheriton, Kent, Innkeeper, then of Cheriton aforesaid, Labourer, then of Brabourne, Kent, Beershop Keeper, then of Wyatt-street, Maidstone, Kent, out of employ, then of the Ship Inn, Rye, Sussex, Innkeeper, and now a Waiter, residing at the Victoria-tavern, Sandgate, Kent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, 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 Goulburn, Serjeant-at-Law, 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 two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-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 Darrant, of No. 129, High-street, Notting-hill, in the county of Middlesex, Furniture Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 3rd 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 Goulburn, Serjeant-at-Law, 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 two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-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 Fian, of Southend and Shoeburyness, both in the county of Essex, Boot and Shoemaker and Leather-seller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 3rd 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 Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 18th of December next, at the said Court, at Basinghall-street, in the city of London, at half-past two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. J. C. Dalton, of No. 3, Bucklersbury, London, is the Solicitor acting in the bankruptcy.

Frederick Elmes, of No. 25, Hethpool-street, Hallpark, Maida hill, Shopman, previously of No. 6, Oxford-market, Oxford-street, Great Portland-street, both in the county of Middlesex, Chandler's-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 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 Edward Goulburn, Serjeant-at-Law, a Com-

missioner of the said Court, on the 18th day of December next, at the said Court, at Basinghall-street, in the city of London, at half-past two in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Maurice Mayer, of No. 82, New North-road, in the county of Middlesex, carrying on business in copartnership with George Howard, at No. 27, Providence-row, Finsbury, in the said county, as Hat and Cap Manufacturers, under the style or firm of Howard and Co., 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 September, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, 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. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Ashurst, Morris, and Knight, of Old Jewry, London, are the Solicitors acting in the bankruptcy.

Roger Scanlan, of No. 46, Great Hermitage-street, Wapping, and previously of No. 18, Burr-street, Lower East Smithfield, both in the county of Middlesex, Boarding-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 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 Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 23rd day of December next, at the said Court, at Basinghall-street, in the city of London, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-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 Still, of the Merlin's Cave, No. 3, Margaret-street, Cavendish-square, in the county of Middlesex, Licensed Victualler, and of No. 79, Hampden-road, Upper Holloway, in the county of Middlesex, formerly of the Grosvenor Arms, Grosvenor Park, Walworth, in the county of Surrey, afterwards of the Cock Tavern, Upper Holloway, in the county of Middlesex, subsequently of the Rose Inn, at Bexley Heath, in the county of Kent, afterwards of the Manor Arms, Manor-street, Clapham, in the said county of Surrey, Licensed Victualler, 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 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 Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 23rd 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. George John Graham, of No. 25, Coleman-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 Charles Stokes, of No. 92, King-street West, Hammersmith, in the county of Middlesex, Leather Cutter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, 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 Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 23rd 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. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. S. T. and R. Gole, of No. 49, Lime-street, London, are the Solicitors acting in the bankruptcy.

William Sharp, of New Romney, in the county of Kent, Plumber and Painter, Ironmonger and Upholsterer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 30th 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 Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 23rd of December next, at the said Court,

at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Duncan and Murton, of No. 13, Southampton-street, Bloomsbury, are the Solicitors acting in the bankruptcy.

Edward Kerswell Watts, formerly of No. 10, St. Leonard's-terrace, afterwards of No. 7, Brunswick-terrace, both in Paddington, in the county of Middlesex, but now of No. 17, Randolph-road, Paddington aforesaid, Gentleman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 30th of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 23rd day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

William Wood, of No. 61, Cornhill, in the city of London, General Merchant, 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 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 Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 23rd day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. D. Howell, of No. 156, Cheapside, London, is the Solicitor acting in the bankruptcy.

Robert Taylor, of No. 13, Minerva-street, Hackney-road, Middlesex, Journeyman Hatter, previously of Union-street, Bristol, Gloucestershire, Foreman to a Hatter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, 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 Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 23rd day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-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 Edward Transfield, now of No. 36, Praed-street, in the parish of Paddington, in the county of Middlesex, Watch and Clock Maker, formerly of No. 66, Connaught-terrace, in the parish and county aforesaid, Watch and Clock Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, 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 Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 23rd day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Joseph Morris, of No. 224, High-street, Poplar, in the county of Middlesex, Boot and Shoe Maker, 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 Goulburn, Serjeant-at-Law, 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 twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Augustus Frederick Evans, of No. 11, Rood-lane, in the city of London, American Merchant and Commission

Agent, trading in copartnership with George Henry Evans, at same place, and also at No. 64, Beaver-street, New York, in the United States of America, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, 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 Goulburn, Serjeant-at-Law, 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 in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Lawrence, Plews, and Boyer, of Old Jewry-chambers, London, are the Solicitors acting in the bankruptcy.

Romeo Theodore Attwell, of No. 54, Bermondsey New-road, in the county of Surrey, and of No. 69, Holywell-lane, Shoreditch, in the county of Middlesex, Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27th 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 Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 18th of December next, at the said Court, at Basinghall-street, in the city of London, at twelve at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. Jas. Pearce, of No. 8, Giltspur-street, London, is the Solicitor acting in the bankruptcy.

Robert Timothy Wilbore Houlton, of Jack's Coffee-house, Mark-lane, in the city of London, Corn and Flour Factor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, 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 Goulburn, Serjeant-at-Law, 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 twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Dimmock, Nash, and Field, of No. 2, Suffolk-lane, Cannon-street, London, are the Solicitors acting in the bankruptcy.

Samuel Moore, now of No. 14, Coles-terrace, Barnsbury-road, in the county of Middlesex, and formerly of No. 7, Gibson-square, Islington, in the same county, Grocer's Warehouseman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, 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 Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 18th 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. George John Graham of No. 25, Coleman-street, London, is the Official Assignee, and Mr. J. R. Chidley, of No. 25, Old Jewry, London, is the Solicitor acting in the bankruptcy.

James William Moorton, formerly of No. 12, Gifford-street, Hoxton, afterwards of No. 79, Kingsland-road, Shoreditch, both in the county of Middlesex, Cabinet Manufacturer, and now of Stanstead-cottage, Buckhurst-hill, 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 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 Goulburn, Serjeant-at-Law, 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 one in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Keighley and Bull, of Basinghall-street, London, are the Solicitors acting in the bankruptcy.

Henry Holdsworth, of Reigate, in the county of Surrey, formerly Butcher, but now out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 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 Goulburn, Serjeant-at-Law, a Commis-

sioner of the said Court, on the 18th 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. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Duncan and Murton, of No. 13, Southampton-street, Bloomsbury, London, for Messrs. Hart and Friend, of Reigate, are the Solicitors acting in the bankruptcy.

John Day, of Heigh-street, Chertsey, in the county of Surrey, Carter and Coal Dealer, 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 Goulburn, Serjeant-at-Law, 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 one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. E. Anderson, of No. 15, Lincoln's-inn-fields, is the Solicitor acting in the bankruptcy.

John France, of No. 35, Compton-street, Burton-crescent, in the county of Middlesex, Furnishing and General Ironmonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 30th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, 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 two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. Cooper, of No. 9, Charing-cross, Middlesex, is the Solicitor acting in the bankruptcy.

Jacob Cohen, of No. 19, Jermyn-street, in the parish of Saint James, in the county of Middlesex, formerly of Newmarket, in the county of Suffolk, late Trainer of Race Horses, now out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st 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 John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 5th day of December (this date omitted in previous advertisement) next, at Basinghall-street, in the city of London, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. 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.

Howell Reynolds, formerly of Coed Evan Llwyd, in the parish of Briton Ferry, in the county of Glamorgan, Farmer and Colliery Proprietor, since of No. 12, Queen-street, Neath, in the said county of Glamorgan, Colliery Proprietor, and now of Aberaman, Aberdare, in the same county, Beerhouse Keeper, 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 5th 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 Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 15th day of December next, at the said Court, at Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. Henry Brittan, of Bristol, is the Solicitor acting in the bankruptcy.

James Podger, of Weston-super-Mare, in the county of Somerset, Baker, Confectioner, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, at Bristol, on the 14th 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 Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 15th day of December next, at the said Court, at Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Mant Miller, 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.

Ann Loring, of College-green, in the city of Bristol, Ironmonger, 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 5th day of November, 1863, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 15th day of December next, at the said Court, at Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Mant Miller, 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.

John Down, of Ivythorn, in the parish of Walton, in the county of Somerset, Shopkeeper, Farmer, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Exeter District, on the 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 Biggs Andrews, Esq., the Commissioner of the said Court, on the 29th day of December next, at the said Court, in Queen-street, Exeter, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. H. L. Hirtzel, of Queen-street, Exeter, is the Official Assignee, and Mr. H. R. Sheppard, of Wells, and Mr. John Laidman, of Exeter, are the Solicitors acting in the bankruptcy.

George Isaac Moore, of No. 74, Islington, Liverpool, in the county of Lancaster, Bookseller, Stationer, and Publisher, 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., the Commissioner of the said Court, on the 16th day of December next, at the said Court, at Liverpool, at eleven of the 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 Green, of John-street, Heywood, in the county of Lancaster, Builder and Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 31st day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Harris, Esq., a Registrar of the said Court, on the 21st day of December next, at the said Court, at Manchester, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Francis Hernaman, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Sale, Worthington, Shipman, and Seddon, of Manchester, are the Solicitors acting in the bankruptcy.

Arthur Bushby Wilson, of Cokermonth, in the county of Cumberland, Hat Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Newcastle-upon-Tyne District, on the 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 Theophilus Bennet Hoskyns Abrahall, Esq., the Commissioner of the said Court, on the 22nd of December next, at the said Court, in the Royal-arcade, Newcastle-upon-Tyne, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Baker, of Newcastle-upon-Tyne, is the Official Assignee, and Messrs. Hodge and Harle, of Newcastle-upon-Tyne, are the Solicitors acting in the bankruptcy.

James Scoon, of Bewaldeth and Setmurthy, both in the county of Cumberland, Farmer, 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 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 Theophilus Bennet Hoskyns Abrahall, Esq., the Commissioner of the said Court, on the 22nd day of December next, at the said Court, in the Royal-arcade,

Newcastle-upon-Tyne, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Baker, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. Edward Waugh, of Cokermonth, is the Solicitor acting in the bankruptcy.

James Elliott, of Crosby, in the county of Cumberland, Farmer, 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 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 Theophilus Bennet Hoskyns Abrahall, Esq., the Commissioner of the said Court, on the 22nd day of December next, at the said Court, in the Royal-arcade, Newcastle-upon-Tyne, at half-past twelve in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Baker, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. Edward Waugh, of Cokermonth, is the Solicitor acting in the bankruptcy.

Samuel Chambelain, of Derwer, in the county of Norfolk, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Norfolk, holden at Downham Market, on the 18th 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 Thomas Jacob Birch, Esq., Judge of the said Court, on the 11th day of December next, at the said Court, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Lancelot Reed, of Downham Market, is the Official Assignee, and Mr. Thomas Martin Wilkin, of King's Lynn, Norfolk, is the Solicitor acting in the bankruptcy.

Henry Charles Priest, of No. 16, Wilson-street, in the city and county of Bristol, Timber Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Bristol, 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 the Judge of the said Court, on the 14th day of December next, at the said Court, at Bristol, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Edward Harley and James Gibbs, Esqrs., are the Official Assignees, and Mr. J. A. Hill is the Solicitor acting in the bankruptcy.

George Thorn, of No. 19, Merchants'-parade, Hotwells, in the city and county of Bristol, Mason and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Bristol, 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 14th day of December next, at the said Court, at Bristol, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Edward Harley and James Gibbs, Esqrs., are the Official Assignees, and Messrs. Bevan, Press, and Inskip are the Solicitors acting in the bankruptcy.

Thomas Hart, of Lower Lamb-street, in the city and county of Bristol, Labourer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Bristol, 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 the Judge of the said Court, on the 14th day of December next, at the said Court, at Bristol, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Edward Harley and James Gibbs, Esqrs., are the Official Assignees, and Mr. S. Roper is the Solicitor acting in the bankruptcy.

Ann Davis, of Velindra Tavern, Cumberland-road, in the city and county of Bristol, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Bristol, on the 29th day of October, 1863, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held before the Judge of the said Court, on the 15th day of December next, at the said Court, at Bristol, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Edward Harley and James Gibbs, Esqrs., are the Official Assignees, and Messrs. Clifton and Brooking are the Solicitors acting in the bankruptcy.

John Fulton, of the city of Lincoln, Book Deliverer, formerly of Sneinton, in the county of Nottingham, Travelling Tea Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Lincoln, on the 5th 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 Godfrey Teed, Esq., Q.C., Judge of the said Court, on the 8th day of December next, at the said Court, at Lincoln, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Field Uppley, Esq., Registrar of the said Court, is the Official Assignee, and John George Williams, of Lincoln, is the Solicitor acting in the bankruptcy.

Ely Bates, late of Holden-street, in the borough of Halifax, in the county of York, carrying on the business of Grocer, Flour and Provision Dealer, at New Bank, in Northwram, in the parish of Halifax aforesaid, but now of Pearson-street, in New Bank aforesaid, carrying on the business of Grocer, Flour and Provision Dealer, at No. 1, New Bank aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Halifax, 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 Stansfeld, Esq., Judge of the said Court, on the 11th day of December next, at the said Court, in Halifax, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Messrs. George Dyson and Michael Henry Rankin, of Halifax, are the Official Assignees, and Mr. Francis Jubb, of Halifax, is the Solicitor acting in the bankruptcy.

John Farrar, of Skircoat, near Halifax, in the county of York, Builder and Contractor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Halifax, 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 James Stansfeld, Esq., Judge of the said Court, on the 23rd day of December next, at the said Court, in Halifax, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Messrs. George Dyson and Michael Henry Rankin, of Halifax, are the Official Assignees, and Messrs. Norris and Foster, of Halifax, are the Solicitors acting in the bankruptcy.

John Stocks, formerly residing at Ferguson-street, in Halifax aforesaid, and since in the Old Cock-yard, in Halifax aforesaid, and from 14th October, 1863, to 2nd November, 1863, a Prisoner for Debt in the Halifax Gaol, and since then in the Old Cock-yard aforesaid, being a Hay and Straw Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Halifax, 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 James Stansfeld, Esq., the Judge of the said Court, on the 11th day of December next, at the said Court, in Halifax, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Messrs. George Dyson and Michael Henry Rankin, of Halifax, are the Official Assignees, and Messrs. Ingram and Baines, of Halifax, are the Solicitors acting in the bankruptcy.

John Drury, late of Exley, in Southwram, in the parish of Halifax, in the county of York, but now of Woodside in Elland, in the parish of Halifax aforesaid, Millwright and Mechanic, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Halifax, 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 James Stansfeld, Esq., Judge of the said Court, on the 11th day of December next, at the said Court, in Halifax, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Messrs. George Dyson and Michael Henry Rankin, of Halifax, are the Official Assignees, and Messrs. Norris and Foster, of Halifax, are the Solicitors acting in the bankruptcy.

Henry Hill, of Snow-hill, Wolverhampton, in the county of Stafford, Licensed Retailer of Ale, Porter, and Tobacco, also being employed as a Factors' Clerk, and previously thereto of Waterloo-road, Wolverhampton aforesaid, out of employment, and previously of Bilston-street, Wolverhampton aforesaid, and formerly of Ingleby-street, Birmingham, in the county of Warwick, previously of Oak-street, Wolverhampton aforesaid, and formerly of Tetteuhall, in the county of Stafford, Factors' Clerk, having been adjudged bankrupt under a Petition for a adjudication of Bankruptcy,

filed in the County Court of Staffordshire, holden at Wolverhampton, 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 the Judge of the said Court, on the 18th day of December next, at the Court, Queen-street, Wolverhampton, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. C. G. Brown, of Wolverhampton, is the Official Assignee, and Mr. George Cresswell, of Wolverhampton, is the Solicitor acting in the bankruptcy.

Joseph Stanford the younger, of Smeestow, in the parish of Wombourne, in the county of Stafford, Farmer and Horse Dealer, previously thereto of Coseley, in the parish of Sedgley, in the said county of Stafford, Licensed Victualler, Retail Brewer, Dealer in Tobacco, Farmer, and Horse Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Wolverhampton, 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 the Judge of the said Court, on the 18th day of December next, at the Court, Queen-street, Wolverhampton, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. C. G. Brown, of Wolverhampton, is the Official Assignee, and Mr. R. H. Bartlett, of Wolverhampton, is the Solicitor acting in the bankruptcy.

James Belford, of No. 6, Railway-terrace, Tyne Docks, near South Shields, in the county of Durham, Engine Driver, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Durham, holden at South Shields, 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 Stapyton, Esq., the Judge of the said Court, on the 24th day of December next, at the said Court, at South Shields, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Christopher A. Wawn, of South Shields, is the Official Assignee, and Mr. Robert Wheldon the younger, of South Shields, is the Solicitor acting in the bankruptcy.

John Moore, of Bishopwearmouth, in the county of Durham, Master Mariner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Durham, holden at Sunderland, 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 Stapyton, Esq., the Judge of the said Court, on the 22nd day of December next, at the said Court, at Sunderland, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Edwin Marshall, of Sunderland, is the Official Assignee, and Mr. John McRae, of Sunderland, is the Solicitor acting in the bankruptcy.

William Lane, of Darlington, in the county of Durham, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Durham, holden at Darlington, 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 the Judge of the said Court, on the 16th day of December next, at the Court-house, in Darlington, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Bowes, of Darlington, is the Official Assignee, and Mr. Francis Thomas Stevenson, of the same place, is the Solicitor acting in the bankruptcy.

Seth Pudsey, of No. 20, Bellevue-street, in the township of Gate Fulford, in the county of York, formerly Horse Dealer and Farmer, but now out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at York, 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, in the city of York, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Richard Perkins, of York, is the Official Assignee, and Mr. James Grayston, jun., of York, is the Solicitor acting in the bankruptcy.

James Tipper, of the Sheep-market, in Leek, in the county of Stafford, Hatter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Leek, on the 5th 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 11th day of December next, at the Court-house, in West-street, Leek, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. James Bloore, Esq., of Leek, is the Official Assignee, and Mr. George Smith, of Leek, is the Solicitor acting in the bankruptcy.

James Noble, of No. 220, Manchester-street, Werneth, Oldham, in the county of Lancaster, Greengrocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Oldham, 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 11th day of December next, at the said Court, at Oldham, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Summerscales, of Oldham, is the Official Assignee, and Mr. Frederick Andrews, of Manchester, is the Solicitor acting in the bankruptcy.

Thomas Wallis, of North Somercotes, in the county of Lincoln, Blacksmith, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Louth, 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 Godfrey Teed, Esq., Q.C., Judge of the said Court, on the 12th day of December next, at the said Court, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Thomas Phillips Waite, Esq., is the Official Assignee, and Messrs. Brown and Son, of Lincoln, are the Solicitors acting in the bankruptcy.

Walter Haffenden, formerly of the White Hart Inn, Horsebridge, Hellingly, in the county of Sussex, Licensed Victualler and Huckster, also using a little land and now of Hellingly aforesaid, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Lewes, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Furner, Esq., Judge of the said Court, on the 15th day of December next, at the said Court, at the County-hall, Lewes, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Edgar Blaker, the Registrar of the said Court, is the Official Assignee, and George Robert Goodman, of Brighton, is the Solicitor acting in the bankruptcy.

William Low, of No. 46, High-street, Lewes, in the county of Sussex, Chemist and Druggist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Lewes, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Furner, Esq., Judge of the said Court, on the 15th day of December next, at the said Court, at the County-hall, Lewes, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Edgar Blaker, Registrar of the said Court, is the Official Assignee, and George Robert Goodman, of Brighton, is the Solicitor acting in the bankruptcy.

Leon Charles Adhemar, of No. 15, Viaduct-terrace, London-road, in the parish of Brighton, in the county of Sussex, Teacher of French and Drawing, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Brighton, 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 William Furner, Esq., Judge of the said Court, on the 18th day of December next, at the said Court, at the Townhall, Brighton, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Ewen Evershed, Registrar of the said Court, is the Official Assignee, and George Robert Goodman, of Brighton, is the Solicitor acting in the bankruptcy.

William Winter Page, formerly of the Sussex Arms, East-street, Licensed Victualler, afterwards of the Cabinet Maker's Arms, Wood-street, Beer Retailer, afterwards of West Hill-street, partially out of employ, afterwards of No. 46, Tidy-street, Booking Clerk, and now of No. 44, Mighell-street, Agent and Accountant, all in Brighton, in the county of Sussex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Brighton, 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 William Furner, Esq., Judge of the said Court, on the 18th day of December next, at the said Court, at the Townhall, Brighton, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Ewen Evershed, Registrar of the said Court, is the Official Assignee, and George Robert Goodman, of Brighton, is the Solicitor acting in the bankruptcy.

James Guy Roper, of No. 107, Queen-street, Whitehaven, in the county of Cumberland, Rope Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cumberland, holden at Whitehaven, 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 Theophilus Hastings Ingham, Esq., the Judge of the said Court, on the 22nd day of December next, at the Court-house, Whitehaven, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Christopher Hodgkin, Esq., the Registrar of the said Court, is the Official Assignee, and Mr. Charles Halton, of Whitehaven, is the Solicitor acting in the bankruptcy.

Robert Dobson, of Whorlton Hall Cottages, near Wall-bottle, in the county of Northumberland, Journeyman Gardener, and previously residing and carrying on the business of a Poulterer and Greengrocer, under the style or firm of Weddell and Son, at Front-street, Tynemouth, in the same county, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northumberland, holden at Newcastle, on the 26th 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 16th day of December next, at the said Court, at the Guildhall, Newcastle-upon-Tyne, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Clayton, of Newcastle-upon-Tyne, Registrar of the said Court, is the Official Assignee, and Mr. John Alderton Bush, of Newcastle-upon-Tyne, is the Solicitor acting in the bankruptcy.

Thomas Gregson, residing in lodgings at No. 31, Wellington-terrace, previously in lodgings at No. 32, Waterloo-street, and during such residences carrying on the business of a Merchant Tailor, and Draper, in Waterloo-street aforesaid, all in the borough and county of Newcastle-upon-Tyne, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northumberland, holden at Newcastle, 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 the Judge of the said Court, on the 16th day of December next, at the said Court, at the Guildhall, Newcastle-upon-Tyne, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Clayton, of Newcastle-upon-Tyne, the Registrar of the said Court, is the Official Assignee, and Mr. George Brewis, of Newcastle-upon-Tyne, is the Solicitor acting in the bankruptcy.

Joseph Harris, residing at No. 9, Hedley-street, Traveller to a Jeweller and Dealer in Watches, before then at No. 32, Wellington-terrace, Glazier, before then in Chapel-building, Tuthill-stairs, Glazier, and some part of the time of such last residence a Licensed Hawker of Pictures, afterwards residing at the same place; Picture Frame Maker and Dealer in Pictures, before then residing in Pearson's-court, Westgate-street, Glazier, which said several residences are all in the borough of Newcastle-upon-Tyne, previously of No. 2, Frederick-place, Great Thornton-street, Cabinet Maker, before then of the same place, before then of No. 3, Mary Ann-place, Adelaide-street, and formerly in Union-court, Low Union-street, and during the time of such last-named three residences a Travelling Jeweller and Dealer in Watches, which said three last-mentioned several residences are all in Kingston-upon-Hull, in the county of York, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northumberland, holden at Newcastle, 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 16th day of December next, at the said Court, at the Guildhall, Newcastle-upon-Tyne, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Clayton, of Newcastle-upon-Tyne, the Registrar of the said Court, is the Official Assignee, and Mr. Joseph George Joel, of Newcastle-upon-Tyne, is the Solicitor acting in the bankruptcy.

Charles Gallimore, of Wednesbury, in the county of Stafford, Grocer and Dealer in Provisions, before then of Greet's-green, in the parish of Westbromwich, in the said county of Stafford, Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Walsall, 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 the Judge of the said Court, on the 23rd day of December next, at the Court-house, Goodall-street, Walsall, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Frederic F. Clarke, of Walsall, is the Official Assignee, and Mr. Frederick William Seaman, of Wednesbury, is the Solicitor acting in the bankruptcy.

Isaac Hoyle, of Back Market-street, Whitworth, in the parish of Rochdale, in the county of Lancaster, Stonemason, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Rochdale, 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 Christopher Temple, Esq., Q.C., the Judge of the said Court, on the 9th day of December next, at the Public-hall, in Rochdale, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. James Woods, of Rochdale, is the Official Assignee, and Messrs. J. and H. Standing, of Rochdale, are the Solicitors acting in the bankruptcy.

Henry Haskell, of Shildfield, in the parish of Droxford, in the county of Southampton, Grocer and Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Bishops Waltham, 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 19th day of December next, at the said Court, at Bishops Waltham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Charles James Gunner, of Bishops Waltham, the Registrar of the said Court, is the Official Assignee, and Mr. William Henry Mackey, of Southampton, is the Solicitor acting in the bankruptcy.

Jacob Harper, of Vicars Croft, Leeds, in the county of York (in lodgings), Fishmonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 27th day of October, 1863, a public sitting of the said Court, for the said bankrupt to pass his Last Examination, will be held on the 10th day of December next, at the said Court, at twelve at noon precisely, this day being the day limited for the said bankrupt to surrender; and a further public sitting of the said Court will be held on the 16th day of December next, at two in the afternoon, for the said bankrupt to make application for his Discharge. Mr. John William Sangster, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

Robert Baxter Drake, of Leeds, in the county of York (in lodgings), Builder, previously of Leeds aforesaid, Shop Keeper and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 27th day of October, 1863, a public sitting of the said Court, for the said bankrupt to pass his Last Examination, will be held on the 10th of December next, at the said Court, at twelve o'clock at noon precisely, this day being the day limited for the said bankrupt to surrender; and a further public sitting of the said Court will be held on the 16th of December next, at two o'clock in the afternoon, for the said bankrupt to make application for his Discharge. Mr. John William Sangster, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

John Penwick Cummings, of No. 48, Fenton-street, Leeds, in the county of York, Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 22nd day of October, 1863, a public sitting of the said Court, for the said bankrupt to pass his Last Examination, will be held on the 10th day of December next, at the said Court, at twelve at noon precisely, this day being the day limited for the said bankrupt to surrender; and a further public sitting of the said Court will be held on the 16th of December next, at two in the afternoon, for the said bankrupt to make application for his Discharge. Mr. John William Sangster, of Albion-place, Leeds, is the Official Assignee, and Messrs. North and Son, of Leeds, are the Solicitors acting in the bankruptcy.

John Henry Youell, formerly of Ryde, in the parish of Newchurch, in the Isle of Wight, and county of Hants, then of East View House, Yarbridge, in the parish of Brading, in the Isle of Wight aforesaid, but now of Fern-hill, in the parish of Arretton, in the Isle of Wight aforesaid, and of No. 88, High-street, Ryde aforesaid, in furnished lodgings, Landscape Gardener, Nurseryman, and Seedsman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Newport and Ryde, 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 Charles James Gale, Esq., Judge of the said Court, on the 17th day of December next, at the said Court, at the Townhall, at Ryde, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Frederick Blake, of Newport, is the Official Assignee, and Mr. William Jefferies Beckingsale, of Newport, is the Solicitor acting in the bankruptcy.

John Knighton the younger, of Penselwood, in the county of Somerset, Dairyman and Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Wincanton, on the 11th day of September, 1863, a public sitting, by adjournment, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Everett, Esq., the Judge of the said Court, on the 15th day of December next, at the Townhall, in Wincanton, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Messiter, of Wincanton aforesaid, is the Official Assignee, and Mr. George Chitty, of Shaftesbury, Dorset, 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.

HENRY SEDGWICK WILDE, Esq., one of the Registrars of Her Majesty's Court of Bankruptcy for the Leeds District, authorised to act under a Petition for adjudication of Bankruptcy, filed on the 1st day of September, 1819, against Charles Henry Hirst, of Leeds, in the county of York, Cloth Merchant, will sit on the 1st day of December next, at eleven of the clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds, in order to receive Proofs of Debts against the estate of the said bankrupt; when and where the creditors who have not already proved their debts are to come prepared to prove the same.

The Bankruptcy Act, 1861.

Notice of Dividend Meetings.

Meetings of the Creditors of the Bankrupts hereinafter named will be held, pursuant to the 174th section of the said Act, at the times and places hereinafter mentioned; that is to say:

At the Court of Bankruptcy, Basinghall-street, in the city of London, before Philip Henry Roche, Esq., Registrar:

Edward Lawrence, formerly of No. 8, Saint George's-square, Portsea, Hants, Licensed Retailer of Beer, then of the same place, Brewer and Retailer of Beer, and next and now of No. 11, Saint George's-square, Portsea aforesaid, Licensed Brewer and Retailer of Beer, adjudicated bankrupt the 10th day of July, 1863. A Dividend Meeting will be held the 15th day of December next, at one o'clock in the afternoon precisely.

Joseph Dagnall Muddiman, of 3, Market-street, Aylesbury, in the county of Buckingham, Perfumer, Jeweller, Bookseller, Stationer, and News Agent, adjudicated bankrupt the 24th day of July, 1863. A Dividend Meeting will be held the 15th day of December next, at twelve o'clock at noon precisely.

At the Court of Bankruptcy, Basinghall-street, in the city of London, before Thomas Ewing Winslow, Esq., Registrar:

Charles William Sherborn, of No. 69, Jermyn-street, Saint James, Westminster, in the county of Middlesex, Importer of Foreign Watches, Engraver, Dealer and Chapman, adjudicated bankrupt the 9th day of October, 1862. A Dividend Meeting will be held the 12th day of December next, at eleven o'clock in the forenoon precisely.

Edward Cain and James Fairbairn, of Richmond, in the county of Surrey, Plumbers, and Painters and Glaziers, Auctioneers and Estate Agents, and Copartners, adjudicated bankrupts the 30th day of June, 1862. A Dividend Meeting will be held the 8th day of December next, at eleven o'clock in the forenoon precisely.

Edward Lewis, of No. 42, High-street, Marylebone, in the county of Middlesex, Grocer, adjudicated bankrupt the 25th day of January, 1863. A Dividend Meeting will be held the 8th day of December next, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy, Basinghall-street, in the city of London, before James Rigg Brougham, Esq., Registrar:

Thomas Davey, late of Woodford, in the county of Essex, Builder, adjudicated bankrupt the 18th day of November, 1861. A Dividend Meeting will be held the 8th day of December next, at eleven o'clock in the forenoon precisely.

Thomas Mosley, of Godmanchester and Alconbury Weston, both in the county of Huntingdon, Miller and Baker, adjudicated bankrupt the 17th day of January, 1862. A Dividend Meeting will be held the 15th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Somersetshire, holden at the County Court Office, Bridgwater, before Henry Lovibond, Esq., Registrar:

Charles Maber, of Bawdrip, in the county of Somerset, Blacksmith, adjudicated bankrupt the 21st day of April, 1862. A Dividend Meeting will be held the 9th day of December next, at ten o'clock in the forenoon precisely.

William Hooper, of Bridgwater, Somerset, Painter and Shopkeeper, adjudicated bankrupt the 28th day of May, 1863. A Dividend Meeting will be held the 9th day of December, 1863, at ten o'clock in the forenoon precisely.

At the County Court of Somersetshire, holden at the County Court Bridgwater, before Charles Saunders, Esq., Judge:

Thomas Williams, of Bridgwater, Somerset, Fireman on board the steam-tug Rapid, adjudicated bankrupt the 12th day of November, 1861. A Dividend Meeting will be held the 11th day of December, 1863, at nine o'clock in the forenoon precisely.

Charles Mogrige, of Bridgwater, Somerset, Grocer and Shopkeeper, adjudicated bankrupt on the 12th day of May, 1862. A Dividend Meeting will be held the 11th day of December, 1863, at ten o'clock in the forenoon precisely.

At the said Meetings the Assignees will, in pursuance of the 174th section of the said Act, submit statements of the Bankrupts' estates recovered and outstanding, and of all receipts and of all payments made or to be made thereout; and the creditors at the said respective meetings will, in pursuance of the said section, declare whether any and what Dividend shall be made, and whether any and what allowance shall be paid to the said Bankrupts respectively. Proofs of Debts will be received, and Creditors, who have not proved, or do not then prove, will be excluded the benefit of the Dividend. And all claims not proved will be disallowed.

NOTICE is hereby given, that a meeting of the creditors of Charles Dureh, of Weston-super-Mare, in the county of Somerset, Butcher, who was adjudicated bankrupt on the 30th day of July, 1863, will be held before the Honourable Montague Wilde, Registrar of the Court of Bankruptcy for the Bristol District at Bristol, in the city and county of Bristol, on the 10th day of December next, at eleven in the forenoon 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 out-

standing, 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 John Corthorn, of High-street, in the city of Lincoln, Watchmaker, Jeweller, and Silversmith, who was adjudicated bankrupt on the 28th day of May, 1863, will be held before Henry Sedgwick Wilde, Esq., one of the Registrars of the Court, at the Court of Bankruptcy for the Leeds District, at the Town Hall, Kingston-upon-Hull, on the 9th day of December next, at twelve of the clock 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.

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 18th day of October, 1862, against William Odell, of No. 90, Bold-street, in Liverpool, in the county of Lancaster, Ironmonger, a meeting of the creditors of the said bankrupt will be held before one of the Registrars of the said Court, on the 7th 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.

NOTICE is hereby given, that a meeting of the creditors of Roger Howell Crisp, of the city of Lincoln, Dealer in Flour, Gutta Serena, India Rubber, and Agricultural Implements, and Insurance Agent, who was adjudicated a bankrupt on the 26th day of June, 1863, will be held before Henry Sedgwick Wilde, Esq., one of the Registrars of the Court, at the Court of Bankruptcy for the Leeds District, at the Town Hall, Kingston-upon-Hull, on the 16th day of December next, at twelve o'clock 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.

PURSUANT to an Order of Theophilus Bennett Hoskyns Abraham, Esq., Her Majesty's Commissioner for the Court of Bankruptcy for the Newcastle-

upon-Tyne District, authorised to act under a Petition for adjudication of Bankruptcy, filed the 20th day of April, 1863, by James Watson, of No. 39, Grainger-street, in the borough and county of Newcastle-upon-Tyne, Chemist and Druggist, a meeting of the creditors of the said James Watson, will be held before William Sidney Gibson, Esq., a Registrar of the said Court, at the District Court of Bankruptcy, in the Royal-arcade, Newcastle-upon-Tyne, on the 15th day of December next, at half-past 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 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.

WILLIAM POWELL MURRAY, Esq., one of Her Majesty's Registrars, authorised to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 5th day of May, 1863, against Thomas Bradshaw, of Lancaster, in the county of Lancaster, Seedsman, Farmer, and Land Agent, will sit on the 9th day of December next, at eleven o'clock in the forenoon precisely, at Her Majesty's Court of Bankruptcy, in 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.

NOTICE is hereby given, that a meeting of the creditors of George Orris, of Saint James, in the city of Norwich, Chemist and Druggist, who was adjudged bankrupt on the 18th day of July, 1862, upon a Petition filed in the County Court of Norfolk, holden at Norwich, will be held before the Registrar of the said Court, at his Office, in Princes-street, Norwich aforesaid, on the 7th day of December next, at eleven o'clock in the forenoon, in order to make a Dividend of the estate 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.

In the County Court of Northamptonshire, holden at Daventry.

In the Matter of John Bird, of Everdon, in the county of Northampton, Carpenter and Wheelwright, a Bankrupt. **NOTICE** is hereby given, that a meeting of creditors of the said bankrupt, will be held before Mr. William Willoughby, the Registrar of the said Court, at the County Court Office, in Daventry, in the county of Northampton, on the 5th day of December next, at twelve o'clock at noon precisely, when the Official Assignee will submit a statement of the whole estate of the bankrupt, and of all the receipts and all the payments thereout made; and the meeting will declare by resolution whether any and what part of the said produce of the estate shall be divided amongst the creditors; 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.

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.

William Thomas Perry, of No. 3, Clarence-place, Clapham-road, Stockwell, in the county of Surrey, Poulterer and Pork Butcher, adjudicated bankrupt the 30th day of May, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 20th day of July, 1863.

Joseph Percy Cooke, late of No. 52, Saint Augustine's-road, Camden-town, in the county of Middlesex, now lodging at No. 2, Crowndale-place, Oakley-square, in the

said county, Attorney-at-Law, adjudicated bankrupt the 20th day of August, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 12th day of November, 1863.

Francis Young, now and for six months last past of No. 6, Chapel-place, Cold Harbour-lane, otherwise No. 4, Cold Harbour-lane, Camberwell, in the county of Surrey, Literary Writer and Compiler, and for ten months previously of No. 15, Church-road, Brixton, in the said county, Literary Writer and Compiler, and previously thereto of Newton Abbot, in the county of Devon, Schoolmaster, and of Kingsbridge, in the said county of Devon, Schoolmaster, adjudicated bankrupt the 20th day of August, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 16th day of November, 1863.

Benjamin Lawrence, late of No. 34, St. Martin's-court, St. Martin's-lane, in the county of Middlesex, Staymaker (his wife, Mary Ann Lawrence, carrying on the business), but now of No. 6, Great May's-buildings, St. Martin's-lane, aforesaid, out of business before and during all the same time, and now an assistant to a Woollen Draper, adjudicated bankrupt the 15th day of August, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 12th day of November, 1863.

Joseph Pickering, of No. 35, New Bridge-street, Blackfriars, in the city of London, and Snaresbrook, in the county of Essex, Contractor, adjudicated bankrupt the 14th day of August, 1862. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 10th day of April, 1863.

George Jay, lodging at Saint Giles, in the city of Norwich, out of business or employment, before then lodging at Rose-lane, in the city of Norwich aforesaid, carrying on business in the Fish Market, Norwich aforesaid, as a Fish Curer and Fish Merchant, adjudicated bankrupt the 17th day of August, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 16th day of November, 1863.

Frederick Scotson, formerly of No. 7, Spring-terrace, Wandsworth-road, afterwards of Charlwood-terrace, Putney, both in the county of Surrey, afterwards of No. 11, Pomond-place, Fulham, in the county of Middlesex, afterwards of Albert-cottage, Richmond, afterwards of Riverdale-terrace, Lower-road, Richmond, both in the county of Surrey, Commission Agent, and now a Prisoner for Debt in the custody of the Sheriff of Surrey, at No. 57, George-street, Blackfriars-road, in the county of Surrey, adjudicated bankrupt the 18th day of September, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 11th day of November, 1863.

Henry Simpson, of No. 8, Richmond-street, Haymarket, in the county of Middlesex, Tailor, adjudicated bankrupt the 19th day of September, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 11th day of November, 1863.

John Matthias Kellaway Williams, of Lant-street, Southwark, in the county of Surrey, formerly of Castle-street, Leicester-square, in the county of Middlesex, Publican, adjudicated bankrupt the 16th day of September, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 11th day of November, 1863.

James Starkey, late of No. 52, Forston-street, Hoxton, but now of No. 115, New North-road, Hoxton, in the county of Middlesex, Journeyman Carpenter, adjudicated bankrupt the 23rd day of September, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 11th day of November, 1863.

Abraham Smith, of High-street, in the town of Huntingdon, in the county of Huntingdon, Grocer, adjudicated bankrupt the 30th day of September, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 18th day of November, 1863.

Henry Augustus Merrick, formerly of the city and county of Bristol; then of No. 79, Frederick-street, Caledonian-road, in the county of Middlesex; then of No. 13, Denmark-terrace, Upper Copenhagen-street, Islington, in the said county of Middlesex; and now of No. 79, Frederick-street, Caledonian-road, in the county of Middlesex aforesaid, Commission Agent's Clerk, adjudicated bankrupt 18th June, 1862. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 29th day of October, 1862.

Charles Finglass, of No. 57, Euston-road, in the county of Middlesex, out of business, late of the Olive Branch Tavern, Earl-street, Edgware-road, in the said county, Tavern-keeper, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, adjudicated bankrupt the 21st September, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 16th day of November, 1863.

Frederick Spong, of No. 7, Thomas-street, Devonport-street, Ratcliffe, in the county of Middlesex, Journeyman to a Boat Builder, previously of Arbour-street West, Commercial-road East, and Lower Shadwell, both in the said county, Boat Builder, formerly of No. 22, Johnson-street, Commercial-road East aforesaid, same business, adjudicated bankrupt the 24th day of September, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 18th day of November, 1863.

William Frederick Rayner, formerly of No. 26, Loddiges-road, in the parish of Hackney, in the county of Middlesex, then of No. 37, Loddiges-road aforesaid, then of No. 7, West-street, Hackney, Middlesex aforesaid, and now of No. 16, Suffolk-road, Dalston, Hackney, Middlesex aforesaid, Builder, adjudicated bankrupt the 1st day of October, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 18th day of November, 1863.

Edwin Bateman, of No. 8, Saint Georges-street, Canterbury, in the county of Kent, Auctioneer, Upholsterer, and Estate Agent, adjudicated bankrupt the 21st day of September, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 16th day of November, 1863.

Graham Louisa Burne, sued and detained as M. Burne, formerly of No. 47, Brompton-square, letting Furnished Lodgings, then of No. 7, Shaftesbury-terrace, Piccadilly, in no business or employ, and next and now a Prisoner for Debt at Slowman's Lock-up House, Cursitor-street, Chancery-lane, in the county of Middlesex, Widow, adjudicated bankrupt the 25th day of September, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 16th day of November, 1863.

William Henry Izod, of the Stone House, Phillip-street, Kingsland-road, in the county of Middlesex, Stationer and Printer, trading in copartnership with Alfred Newland Butler, lately of No. 18, Adde-street, Wood-street, Cheapside, but now of No. 53, Wood-street aforesaid, as Stationers and Printers, adjudicated bankrupt the 26th day of September, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 16th day of November, 1863.

George John Arthur, formerly of No. 29, Liverpool-street, and now of No. 8, Sidmouth-street, both in the parish of Saint Pancras, in the county of Middlesex, Auctioneer, adjudicated bankrupt the 5th day of June, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 9th day of October, 1863.

John Webb, of No. 49, Tothill-street, Westminster, in the county of Middlesex, Zinc Worker, adjudicated bankrupt the 9th day of October, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 8th day of December, 1862.

Michael Jerdein, of No. 2, Stafford-street, Bond-street, in the county of Middlesex, Gentleman, late of No. 10, Cotage-road, Chester-square, in the county of Middlesex, adjudicated bankrupt the 15th day of August, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 18th day of November, 1863.

Matthew Sargent, of Hastings, in the county of Sussex, Baker, Fish Dealer, and Eating-house Keeper, adjudicated bankrupt the 5th day of May, 1863. Order of Discharge was granted on the 27th day of June, 1863.

Luke Lock Packwood, of Ross-road, in the parish of Saint Martin, within the liberties of the city of Hereford, Grocer, Baker, and Provision Dealer, adjudicated bankrupt on the 21st day of September, 1863. An Order of Discharge was granted by Uvedale Corbett, Esq., the Judge of the County Court of Herefordshire, holden at Hereford, on the 20th day of November, 1863.

Charles Bliss, of Church-street, city of Hereford, Grocer, adjudicated bankrupt on the 3rd day of October, 1863. An Order of Discharge was granted by Uvedale Corbett, Esquire, the Judge of the County Court of Herefordshire, holden at Hereford, on the 20th day of November, 1863.

William Davies, of Commercial-road, in the city of Hereford, Upholsterer, Cabinet Maker, and Carpenter, adjudicated bankrupt on the 20th day of October, 1863. An Order of Discharge was granted by Uvedale Corbett, Esq., the Judge of the County Court of Herefordshire, holden at Hereford, on the 20th day of November, 1863.

John Hook the younger, late of Maylord-street, in the city of Hereford, Lun-keeper, Timber Dealer, and General Agent, adjudicated bankrupt on the 15th day of October, 1863. An Order of Discharge was granted by Uvedale Corbett, Esq., the Judge of the County Court of Herefordshire, holden at Hereford, on the 20th day of November, 1863.

THIS is to give notice, that the Court acting in the prosecution of an adjudication of Bankruptcy, made on the 15th day of September, 1863, in Her Majesty's Court

of Bankruptcy for the Exeter District, against Edwin Maslin, of Crediton, in the county of Devon, Innkeeper, did, on the 17th day of November, 1863, grant the Discharge of the said bankrupt; and that such Discharge will be delivered to the bankrupt, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of an adjudication of Bankruptcy, made on the 21st day of July, 1863, in Her Majesty's Court of Bankruptcy for the Exeter District, against William Henry Hocking, late of Church-street, in the town of Falmouth, in the county of Cornwall, but now residing at Berkeley-vale, in the parish of Falmouth, in the said county of Cornwall, Painter, Carver, and Gilder, did, on the 29th day of September, 1863, grant the Discharge of the said bankrupt; and that such Discharge will be delivered to the bankrupt, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, made on the 24th day of March, 1863, against James Yeates, of Chippenham, in the county of Wilts, Tailor and Outfitter, formerly of Stroud, did, on the 18th day of May, 1863, grant the said bankrupt an Order of Discharge.

THIS is to give notice, that the Court acting in the prosecution of an adjudication of Bankruptcy, dated on the 14th day of July, 1863, and filed in Her Majesty's Court of Bankruptcy for the Leeds District, against Thomas Barron Heworth, late of Leeds, in the county of York, Joiner and Builder, did, on the 20th day of November, 1863, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

THIS is to give notice, that the Court acting in the prosecution of an adjudication of Bankruptcy, dated the 14th day of July, 1863, and filed in Her Majesty's Court of Bankruptcy for the Leeds District, against Preston Reid, late of the city of York, Ironmonger, did, on the 20th day of November, 1863, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly, subject to a suspension of six calendar months from the said 20th day of November, 1863.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 28th day of September, 1863, in Her Majesty's Court of Bankruptcy for the Leeds District, against William Whitaker, of Morley, in the county of York, Plumber and Glazier, did, on the 20th day of November, 1863, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 25th day of September, 1863, in Her Majesty's Court of Bankruptcy for the Leeds District, against Thomas Marr Harrison, of Thirsk, in the county of York, Veterinary Surgeon, did, on the 20th day of November, 1863, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 23rd day of September, 1863, in Her Majesty's Court of Bankruptcy for the Leeds District, against Josiah Wilson, late of Osmondthorpe, near Leeds, in the county of York, Cattle Dealer, and now a Prisoner in the Debtors' Prison for London and Middlesex, in the city of London, did, on the 20th day of November, 1863, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 19th day of September, 1863, in Her Majesty's Court of Bankruptcy for the Leeds District, against John Colling, of Filey, in the county of York, Livery Stable Keeper, did, on the 20th day of November, 1863, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 27th day of July, 1863, in Her Majesty's Court

of Bankruptcy for the Leeds District, against John Driver, of Bradford, in the county of York, Dyer, did, on the 20th day of November, 1863, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

THIS is to give notice, that Rupert Kettle, Esq., the Judge of the County Court of Worcestershire, holden at Worcester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the said Court, on the 30th day of September, 1863, by John Craddock, of the parish of Kempsey, in the county of Worcester, Miller, did, on the 11th day of November, 1863, grant to the said bankrupt an Order of Discharge; and that such Order of Discharge will be delivered to the said bankrupt, after the expiration of thirty days from the date of the granting the said order, unless, in the meantime, an appeal be duly entered against the granting thereof, and due notice of such appeal be given to the said Court.

THIS is to give notice, that Rupert Kettle, Esq., the Judge of the County Court of Worcestershire, holden at Worcester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the said Court, on the 23rd day of September, 1863, by Henry Hope the younger, of Diglis-gardens in the parish of Saint Peter the Great, in the city of Worcester, Cabinet Maker and Publican, did, on the 11th day of November, 1863, grant to the said bankrupt an Order of Discharge; and that such Order of Discharge will be delivered to the said bankrupt, after the expiration of thirty days from the date of the granting of the said Order, unless, in the meantime, an appeal be duly entered against the granting thereof, and due notice of such appeal be given to the said Court.

THIS is to give notice, that Rupert Kettle, Esq., the Judge of the County Court of Worcestershire, holden at Worcester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the said Court, on the 1st day of September, 1863, by John Charles, of Malvern Link, in the parish of Leigh, in the county of Worcester, Plumber and Glazier, did, on the 11th day of November, 1863, grant to the said bankrupt an Order of Discharge; and that such Order of Discharge will be delivered to the said bankrupt, after the expiration of thirty days from the date of the granting the said Order, unless, in the meantime, an appeal be duly entered against the granting thereof, and due notice of such appeal be given to the said Court.

THIS is to give notice, that Rupert Kettle, Esq., the Judge of the County Court of Worcestershire, holden at Worcester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the said Court, on the 12th day of March, 1863, by William Tranter, of Upper Henwick-road, in the parish of Saint Clement, in the city of Worcester, Carpenter, Joiner, and Builder, did, on the 11th day of November, 1863, grant to the said bankrupt an Order of Discharge; and that such Order of Discharge will be delivered to the said bankrupt, after the expiration of thirty days from the date of the granting the said Order, unless in the meantime an appeal be duly entered against the granting thereof, and due notice of such appeal be given to the said Court.

THIS is to give notice, that Rupert Kettle, Esq., the Judge of the County Court of Worcestershire, holden at Worcester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the said Court on the 21st day of September, 1863, by William Ranford, of No. 36, York place, tything of Whistones, in the city of Worcester, Railway Under Guard, previously of the same place, Pig Dealer, did, on the 11th day of November, 1863, grant to the said bankrupt an Order of Discharge; and that such Order of Discharge will be delivered to the said bankrupt, after the expiration of thirty days from the date of the granting the said Order, unless, in the meantime, an appeal be duly entered against the granting thereof, and due notice of such appeal be given to the said Court.

THIS is to give notice, that Rupert Kettle, Esquire, the Judge of the county Court of Worcestershire, holden at Worcester, acting in the prosecution of a Petition for Adjudication of Bankruptcy, filed in the said Court on the 22nd day of September, 1863, by William Patrick, of Diglis, in the city of Worcester, Bricklayer, did on the 11th day of November, 1863, grant to the said bankrupt an Order of Discharge, and that such Order of Discharge will be delivered to the said bankrupt, after the expiration of thirty days from the date of the granting the said Order, unless in the meantime an appeal be duly entered against the granting thereof, and due notice of such appeal be given to the said Court.

THIS is to give notice, that Rupert Kettle, Esquire, the Judge of the County Court of Worcestershire, holden at Upton-upon-Severn, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the said Court

on the 5th day of January, 1863, by James Gardiner, of Church-street, Great Malvern, in the county of Worcester, Cabinet Maker, Carpenter and Joiner, and Lodging-house Keeper, did on the 9th day of November, 1863, grant to the said bankrupt an Order of Discharge; and that such Order of Discharge will be delivered to the said bankrupt, after the expiration of thirty days from the date of the granting the said Order, unless in the meantime an appeal be duly entered against the granting thereof, and due notice of such appeal be given to the said Court.

THIS is to give notice, that the Court acting in the prosecution of an adjudication (in formâ pauperis) made on the 15th day of September, 1863, in the County Court of Buckingham, holden at Aylesbury, against William Sketchley, heretofore residing at Bampton in the Bush, in the county of Oxford, Licensed Hawker, but for 44 years last past having with his wife travelled as a Licensed Hawker in the several counties of Bucks, Beds, Herts, Oxford, Wilts, Berks, Hants, Sussex, Surrey, Gloster, Hereford, and Monmouth, and having no fixed place of residence, and not having resided during that period for ten days together in any one place, except during the last six months, he and his said wife have been on a visit to their daughter at Wolverton, in the county of Bucks, did on the 13th day of November, 1863, grant the discharge of the said bankrupt, and that such discharge will be delivered to the bankrupt unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

NOTICE is hereby given, that the County Court of Lancashire, holden at Manchester, acting in the prosecution of a Petition for adjudication of Bankruptcy (in formâ pauperis), filed on the 4th day of September, 1863, by Henry Bake, of No. 21, Lincoln-street, Hulme, Manchester, Surveyor and Architect, and late a Prisoner for Debt in the Manchester City Gaol, did, on the 18th day of November, 1863, allow the said bankrupt his Order of Discharge, under "The Bankruptcy Act, 1861;" and that such Order of Discharge will be delivered to the said bankrupt at the expiration of thirty days from the said 18th day of November, 1863, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

NOTICE is hereby given, that the County Court of Lancashire, holden at Manchester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 21st day of September, 1863, by Elizabeth Potts, formerly of Buxton, Confectioner, afterwards of Sevens-hulme, and late of David-street, Manchester, Beer Seller, did, on the 18th day of November, 1863, allow the said bankrupt her Order of Discharge, under "The Bankruptcy Act, 1861;" and that such Order of Discharge will be delivered to the said bankrupt, at the expiration of thirty days from the said 18th day of November, 1863, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

NOTICE is hereby given, that the County Court of Lancashire, holden at Manchester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 10th day of September, 1863, by William Dickenson, late of Garden-street, Ardwick, Manchester, Joiner and Builder, and late a prisoner for debt in Lancaster Castle, did, on the 18th day of November, 1863, allow the said bankrupt his Order of Discharge, under "The Bankruptcy Act, 1861;" and that such Order of Discharge will be delivered to the said bankrupt at the expiration of thirty days from the said 18th day of November, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

In the County Court of Lancashire, holden at Bolton.

NOTICE is hereby given, that the County Court of Lancashire, holden at Bolton, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 14th day of October, 1863, by John Bortomley, of No. 74, Pen-street, in Little Bolton, in the county of Lancaster, Warper, did, on the 20th day of November, 1863, allow the said bankrupt his Order of Discharge, under "The Bankruptcy Act, 1861;" and that such Order of Discharge will be delivered to the said bankrupt at the expiration of thirty days from the said 20th day of November, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

In the County Court of Somersetshire, holden at Wells. In the Matter of Charles Witcombe, of Doulting, near Shepton Mallet, in the said county, Baker.

WHEREAS at a public sitting of the 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 Lancashire, holden at Rochdale. In the Matter of John Seymour, of No. 10, Lord-street, within the borough of Rochdale, in the county of Lancashire, Journeyman Brickmaker, and also carrying on the business of a Draper and Milliner, a Bankrupt.

WHEREAS at a public sitting of the said County 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 granting thereof.—Dated this 18th day of November, 1863.

In the County Court of Gloucestershire, holden at Bristol.

In the Matter of Thomas Bishop, of Knowle, in the county of Somerset, Lime Burner.

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 4th day of November, 1863.

In the County Court of Gloucestershire, holden at Bristol.

In the Matter of Amelia Coombs, late of the Upper-arcade, since then of Temple-street, Assistant to a Bookseller, and afterwards a Prisoner for Debt in the Gaol at Bristol, Widow.

WHEREAS at a public sitting of the said Court, held this day, the Court granted an Order of Discharge to the said bankrupt, but directed such Order of Discharge should not be drawn up and delivered to the said bankrupt until after the expiration of eighteen calendar months from this date. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of eighteen months 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 Yorkshire, holden at Keighley.

In the Matter of Thomas Smith, of Keighley, in the county of York, Reed and Head Maker, late a Prisoner for Debt in Her Majesty's Prison at York Castle, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Leeds District, attending at Her Majesty's Prison at the Castle at York, on the 14th day of August, 1863, and the adjudication being directed to be prosecuted in the County Court of Yorkshire, holden at Keighley.

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 Huntingdonshire, holden at Huntingdon.

In the Matter of Alfred Nicholson, of Hemingford Grey, in the county of Huntingdon, Attorney and Solicitor, a Bankrupt (in formâ pauperis).

WHEREAS at a public sitting of the Court, held this 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 judgment of the said Court.—Dated this 17th day of November, 1863.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of William Garland Clase, formerly of No. 27, George-street, Plymouth, in the county of Devon, and Magdalen Hall, Oxford, Undergraduate, then of Betterton, in the county of Berkshire, then of No. 27, George-street, Plymouth aforesaid, then of Chedzoy, in the county of Somerset, then of No. 27, George-street, Plymouth aforesaid, Private Tutor, then of the Plymouth Old Grammar School, Catherine-street, Plymouth aforesaid, Schoolmaster, then of No. 5, George-street, Plymouth aforesaid, then of Princess-street, Plymouth aforesaid, then of No. 14, Hobart-street, East Stonehouse, in the county of Devon, and now of No. 22, Clarendon-place, Plymouth, in the county of Devon aforesaid, Private Tutor, a Bankrupt.

WHEREAS at a public sitting of the said County Court, held on the 18th 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 Devonshire, holden at East Stonehouse.

In the Matter of Frederick Charles Ford, formerly an Engineer, on board Her Majesty's Gun Boat Skip Jack, afterwards on board Her Majesty's ship Indus, laying in the Hamoaze, Devonport, in the county of Devon, Engineer (wife residing at No. 1, Waterloo-place, Torpoint, in the county of Cornwall), then on board Her Majesty's ship Rattlesnake, Engineer, (wife residing at No. 1, Nelson Cottage, East Stonehouse, in the county of Devon), then of Her Majesty's Royal Naval Hospital at Ascension, Invalid, then of Her Majesty's ship Sanspareil, Invalid, then of the Royal Naval Hospital, East Stonehouse, in the said-county of Devon, Invalid, and now of Her Majesty's ship Indus, now laying in the Hamoaze, Devonport aforesaid, Engineer, and of No. 1, Nelson Cottage, East Stonehouse aforesaid, a Bankrupt.

WHEREAS at a public sitting of the said County Court, held on the 18th 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 Devonshire, holden at East Stonehouse.

In the Matter of William Henry Mallard, of No. 8, Portland-place, Plymouth, previously of No. 25, Durnford-street, East Stonehouse, both in the county of Devon, a Master on half-pay in Her Majesty's Navy, previously of Brislington-crescent, in the city and county of Bristol, on half-pay, and also a Teacher of Navigation, previously of No. 3, Wyndham-place, previously of No. 18, Cobourg-street, previously of No. 47, York-street, previously of No. 4, Windsor-street, all in Plymouth aforesaid, on half-pay, previously on board Her Majesty's ship Perseverance, on Special Service, family residing at No. 2 Hyde-park-terrace, Mutley, in the tything of Compton Gifford, in the said county of Devon, previously of No. 6, Beaumont-place, Plymouth aforesaid, on half-pay, previously on board Her Majesty's ship Valorous, in the Black Sea, previously of Portreath Coast-guard Station, in the county of Cornwall, previously of No. 4, Tothill-place, and previously of No. 4, Compton-street, both in Plymouth aforesaid, on half-pay, previously of Her Majesty's ship Growler, in the Mediterranean, previously of No. 97, Union-street, East Stonehouse aforesaid, on half-pay, a Bankrupt.

WHEREAS at a public sitting of the said County Court, held on the 18th 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 Sussex, holden at Lewes.

In the Matter of William Lynall Thomas, formerly of Walton Cottage, Southsea, Hants, then of No. 3, Morpeth-terrace, Westminster, afterwards of No. 9, Union-street, Berkeley-square, Middlesex, and now of Lansdowne-place, Hove, Sussex (visiting there), Engineer.

WHEREAS at a public meeting 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 Pembrokehire, holden at Pembroke.

In the Matter of Elizabeth Griffiths and Mary Griffiths, lodging in the dwelling-house of Thomas Griffiths, No. 9, Pembroke-street, Pembroke Dock, in the county of Pembroke, and therat trading in copartnership as Green-grocers, Fruiterers, and Dealers in British Wines and Agricultural and Garden Seeds, under the firm or style of E. M. and E. Griffiths.

WHEREAS at a public sitting of the said County Court, held on the 18th day of November, 1863, the Court granted an Order of Discharge to the said bankrupts. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupts, 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
Wolverhampton.

In the Matter of Joseph Cross, of High-street, Bilston, in the county of Stafford, Butcher, a Bankrupt.

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 Staffordshire, holden at
Wolverhampton.

In the Matter of Robert Cosnett, of Salop-street, Wolverhampton, in the county of Stafford, previously thereto of Saint Mark-street, Wolverhampton aforesaid; previously thereto of Saint John-street, Kidderminster, in the county of Worcester; previously thereto of Horsley-fields, Wolverhampton aforesaid, and previously thereto of London Bank, High-street, Pershore, in the said county of Worcester, Market Gardener, and his wife also occasionally carrying on the business of a Milliner and Dressmaker, 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 16th day of November, 1863.

In the County Court of Staffordshire, holden at
Wolverhampton.

In the Matter of William Evans, of Finchfield, in the parish of Tettenhall, in the county of Stafford, Gunlock-filer, Retail Brewer, and Dealer in Tobacco, previously of the Roundhills, Aston, near Birmingham, in the county of Warwick, Gunlock-filer, and before that of Bradmore, in the parish of Pein, in the county of Stafford, Gunlock Filer, 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 Staffordshire, holden at
Wolverhampton.

In the Matter of William Henry Lewis, formerly of Wolverhampton, in the county of Stafford, Grocer's Assistant, afterwards of New-street, Darlaston, in the said county of Stafford, Grocer and Provision Dealer, and now living in lodgings at No. 75, Lombard-street, Birmingham, in the county of Warwick, out of business, 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 Staffordshire, holden at
Wolverhampton.

In the Matter of Thomas Bradney, of Wolverhampton, in the county of Stafford, Attorney's Clerk, Beerhouse Keeper, Dealer in British Wines and Tobacco and Keeper of an Eating-house in the Wolverhampton Market-hall, 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 Staffordshire, holden at
Wolverhampton.

In the Matter of Richard Thompson, of High-street, Bilston, in the county of Stafford, carrying on the trade of a Butcher, previously of Temple-street, Bilston aforesaid, trading as aforesaid, 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 Staffordshire, holden at
Wolverhampton.

In the Matter of Edward Caine, now and for about six years last past of Wolverhampton, in the county of Stafford, Wheelwright, and also carrying on business as a Retailer of Ale, Porter, and Tobacco, and during a portion of such period also carrying on business at Dudley Port, in the said county, as a Wheelwright and Blacksmith, 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 Staffordshire, holden at
Wolverhampton.

In the Matter of James Lockley, of No. 46, Snow-hill, Wolverhampton, in the county of Stafford, Tobacconist, News Agent and Tin Plate Worker, 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 Staffordshire, holden at
Wolverhampton.

In the Matter of John Jackson, formerly of the Artillery Inn, Leave-lane, Willehall, in the county of Stafford, Licensed Victualler, Retail Brewer, Dealer in Tobacco, and Key Smith, afterwards of the Seven Stars, Little London, Willenhall, afterwards Retail Dealer in Tobacco and Key Smith, and now of the Water Glade, Willenhall aforesaid, Key Smith, 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 Staffordshire, holden at
Wolverhampton.

In the Matter of Henry White, of Lichfield-street, Bilston, in the county of Stafford, Plumber, Glazier, and Painter, 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 Staffordshire, holden at
Wolverhampton.

In the Matter of John Keates, of Willenhall, in the county of Stafford, Furniture Broker, and Dealer in Ironmongery, 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 Staffordshire, holden at Walsall.
In the Matter of William Lewis, of Pelsall, in the county of Stafford, Innkeeper and Miner, 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 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 Staffordshire, holden at Wolverhampton.

In the Matter of William Power, of Pendeford, in the parish of Tettenhall, in the county of Stafford, Game Keeper, previously of Aston Evers, in the parish of Morville, in the county of Salop, Farm Labourer, formerly of Aldenham-park, in the parish of Morville aforesaid, Game Keeper, 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 Somersetshire, holden at Bridgwater.

In the Matter of James Symons, of Bridgwater, in the county of Somerset, Brick-yard Foreman, 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 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 20th day of November, 1863.

In the County Court of Hampshire, holden at Newport and at Ryde.

In the Matter of John William Whitfield, of No. 35, Castle-street, Ryde, in the parish of Newchurch, in the Isle of Wight and county of Hants, Gasfitter, Eating-house Keeper, and Licensed Retailer of Beer, 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 him, 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 19th day of November, 1863.

In the County Court of Cumberland, holden at Cocker-moath.

In the Matter of Little Ogilvie, of Workington, in the county of Cumberland, Grocer's Traveller, 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 18th day of November, 1863.

In the County Court of Worcestershire, holden at Upton-upon-Severn.

In the Matter of the Petition (in formâ pauperis), of William Evans, of the parish of Eidersfield, in the county of Worcester, Carpenter and Wheelwright, 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 9th day of November, 1863.

In the County Court of Anglesey, holden at Llangefni and Holyhead.

In the Matter of Owen Morris, of Aberffraw, in the county of Anglesey, Draper and Grocer.

WHEREAS at a public sitting of the said County Court, held on the 10th 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.—Dated the 10th day of November, 1863.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Charles Harwood, of No. 35, Savile-street, in the town and county of the town of Kingston-upon-Hull, Tobaccoconist, a Bankrupt.

WHEREAS at a public sitting of the said County Court, held on the 13th 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 Cumberland, holden at Cocker-moath.

In the Matter of William Rule, of Workington, in the county of Cumberland, Builder, 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 18th day of November, 1863.

In the County Court of Warwickshire, holden at Coventry.

Edward Richardson, of Harnale-lane, Coventry, in the county of Warwick, Watch Manufacturer.

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 17th day of November, 1863.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Charles Martin Bellingham, formerly of the New Black House, in the High-bridge, and now of the Wheat Sheaf Inn, in the Bigg-market, all in the town and county of the town of Newcastle-upon-Tyne, Licensed Victualler.

WHEREAS at a public sitting of the Court, held this day, it was adjudged that the said bankrupt was entitled to his Discharge, under the provisions of "The Bankruptcy Act, 1861." Notice is hereby given, that an Order of Discharge will be drawn up after the expiration of thirty days from this date, unless, in the meantime, an appeal be made against the judgment of the said Court, and notice thereof be given to the said Court.—Dated this 18th day of November, 1863.

BIGGS ANDREWS, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorised to act under a Petition for adjudication of Bankruptcy, filed on the 23rd day of November, 1855, by Frederic Every, of Bampfylde-street, in the city of Exeter, and of Alphington-road, in the parish of Saint Thomas the Apostle, Devon, Scrivener, Dealer and Chapman, has on the application of the Solicitor to the said bankrupt appointed a public sitting to be held on the 21st day of December next, at twelve o'clock at noon precisely, at the Court of Bankruptcy, for the Exeter District, in Queen-street, Exeter, in order to take the Last Examination of the said bankrupt, when and where he is required to surrender himself, and make a full discovery and disclosure of his estate and effects, and finish his examination; and the creditors who have not already proved their debts are to come prepared to prove the same.

HENRY JAMES PERRY, Esq., Her Majesty's Commissioner authorised to act under a Petition for adjudication of Bankruptcy, dated the 1st day of September, 1855, against Joshua Fletcher Lace, of No. 4, Mersey-street, Birkenhead, in the county of Chester, and Leonard Addison, of Abbot's Grange, Chester, in the same county, lately carrying on business in Copartnership as Printers and Stationers, at Liverpool, in the county of Lancaster, under the style or firm of Lace and Addison, will sit on the 15th day of December next, at eleven o'clock in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, 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.

HENRY JAMES PERRY, Esq., one of Her Majesty's Commissioners, authorised to act under a Petition for adjudication of Bankruptcy, filed on the 14th of October, 1848, against William Cole, of Birkenhead, in the county of Chester, Estate Agent, Brick Maker, Dealer and Chapman, will sit on the 15th day of December next, at eleven o'clock in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, 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.

HENRY JAMES PERRY, Esq., Her Majesty's Commissioner, authorised to act under a Petition for adjudication of Bankruptcy, filed on the 13th day of November, 1854, against George Deane and Frederick Youle, of

Liverpool, in the county of Lancaster, Merchants, carrying on business in copartnership under the firm of Deane, Youle, and Company, will sit on the 15th day of December next, at eleven o'clock in the forenoon, at the District Court of Bankruptcy, in Liverpool, in order to make a Dividend of the joint 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.

HENRY JAMES PERRY, Esq., Her Majesty's Commissioner, authorised to act under a Fiat in Bankruptcy, dated the 30th day of October, 1848, against John Greenshields and Matthew Strang, of Liverpool, in the county of Lancaster, carrying on business in copartnership with Alexander Duranty, as Merchants, Dealers, and Chapman, under the firm of William Rose and Co., will sit on the 15th day of December next, at eleven o'clock in the forenoon at the District Court of Bankruptcy, in Liverpool, 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.

HENRY JAMES PERRY, Esq., Her Majesty's Commissioner authorised to act under a Petition for adjudication of Bankruptcy, filed on the 13th day of November, 1854, against George Deane and Frederick Youle, of Liverpool, in the county of Lancaster, Merchants, carrying on business, in co-partnership under the firm of Deane, Youle, and Company, will sit on the 15th day of December next, at eleven of the clock in the forenoon, at the District Court of Bankruptcy, in Liverpool, in order to make a Dividend of the separate estate and effects of Frederick Youle, one of the said bankrupts; when and where the creditors, who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

HENRY JAMES PERRY, Esq., Her Majesty's Commissioner, authorised to act under a Petition for adjudication of Bankruptcy, filed on the 8th day of February, 1861, against Edward Flower, of Bold-street, Liverpool, in the county of Lancaster, Silversmith and Jeweller, will sit on the 15th day of December next, at eleven of the clock in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, 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.

In the County Court of Warwickshire, holden at Coventry. In the Matter of Edward Willson, of Coventry, Warwickshire, Builder, an Insolvent Debtor,

A DIVIDEND of 5*s*.d. in the pound is payable to the creditors of the above insolvent, and may be received at my office, No. 17, Little Park-street, Coventry, any day after the 24th November, 1863, between the hours of ten and four, except on Saturdays, when the office will be closed at one.

T. H. KIRBY, Registrar.

In the County Court of Warwickshire, holden at Coventry. In the Matter of William Walter, of Coventry, Warwickshire, Horse Dealer, an Insolvent Debtor.

A DIVIDEND of 2*s*. in the pound is payable to the creditors of the above insolvent, and may be received at my office, No. 17, Little Park-street, Coventry, any day after the 24th November, 1863, between the hours of ten and four, except on Saturdays, when the office will be closed at one.

T. H. KIRBY, Registrar.

In the County Court of Warwickshire, holden at Coventry. In the Matter of William Smith, of Coventry, Warwickshire, Licensed Victualler, an Insolvent Debtor.

A DIVIDEND of 2*s*. 6*d*. in the pound is payable to the creditors of the above insolvent, and may be received at my office, No. 17, Little Park-street, Coventry, any day after the 24th November, 1863, between the hours of ten and four, except on Saturdays, when the office will be closed at one.

T. H. KIRBY, Registrar.

In the County Court of Warwickshire, holden at Coventry. In the Matter of Charles Smith, of Coventry, Warwickshire, Grocer, &c., an Insolvent Debtor.

A DIVIDEND of 3*s*.d. in the pound is payable to the creditors of the above insolvent, and may be received at my office, No. 17, Little Park-street, Coventry, any day after the 24th November, 1863, between the hours of ten and four, except on Saturdays, when the office will be closed at one.

T. H. KIRBY, Registrar.

In the County Court of Berkshire, holden at Hungerford. In the Matter of the Reverend George Pearson, of Combe Vicarage, in the county of Southampton, Clerk in Holy Orders, an Insolvent Debtor.

A THIRD Dividend of 1*s*. 10*d*. in the pound is payable to the creditors of the above Insolvent, and may be received at the office of Mr. H. E. Astley, the Official Assignee, in Hungerford, Berks, on or after the 25th day of November, 1863, between the hours of ten and four. Bills and securities to be produced.

H. E. ASTLEY, Registrar.

NOTICE is hereby given, that the County Court of Montgomeryshire, holden at Newtown, authorized to act under a Petition of Insolvency, presented by the Reverend David Jones, of Llandinam, in the county of Montgomery, Clerk, an Insolvent Debtor, will sit on the 2nd day of December, 1863, at eleven o'clock in the forenoon, at the Public Rooms, in Newtown aforesaid, to Audit the accounts of the Assignees of the estate and effects of the said insolvent, under the said Petition; and the said Court will also sit on the same day, at the same hour, and at the same place, to make a Fifth Dividend of the estate and effects of the said Insolvent; when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

THE estates of James Wylie, sometime Farmer at Bloom, in the parish of Livingston, and county of Linlithgow, now residing at Hillwood, near Ratho, in the county of Edinburgh, were sequestrated on the 20th day of November, 1863, by the Court of Session.

The first deliverance is dated 20th November, 1863.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Monday, the 30th 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 20th day of March, 1864.

The Sequestration has been remitted to the Sheriff-Court of the county of Edinburgh.

A Warrant of Protection has been granted to the bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN KEGAN, S.S.C.,
10, Duke-street, Edinburgh, Agent.

THE estates of David Mitchell, Merchant, Whitehouse, parish of Tough, and county of Aberdeen, were sequestrated on the 19th day of November, 1863, by the Sheriff of Aberdeenshire.

The first deliverance is dated 19th November, 1863.

The meeting to elect a Trustee and Commissioners is to be held at twelve o'clock at noon, on Saturday, the 5th day of December next, within the Lemon Tree Tavern, in Aberdeen.

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 19th 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.

ROBERT ADAM,
Advocate in Aberdeen, Agent.

29, Union-street, Aberdeen,
19th November, 1863.

THE estates of William Hunter, Warehouseman, Nicolson-square, Edinburgh, carrying on business under the name or style of William Hunter and Company, Warehousemen, Nicolson-square, Edinburgh aforesaid, of which

Firm he is the sole Partner, as such Partner, and as an Individual, were sequestrated on the 18th day of November, 1863, by the Sheriff of Edinburghshire.

The first deliverance is dated the 18th day of November, 1863.

The meeting to elect the Trustee and Commissioners, is to be held at two o'clock, afternoon, on Monday, the 30th day of November current, 1863, within Dowells and Lyon's Rooms, No. 18, George-street, Edinburgh.

A composition may be offered at this meeting; and to

entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th 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.

WM. WHITE MILLAR, S.S.C., Agent.

8, Bank-street,
Edinburgh, November 19, 1863.

All Letters must be Post-paid and all communications on the business of the London Gazette to be addressed to the Office, No. 45, St. Martin's Lane.

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