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Admiralty, November 16, 1864.

DESPATCHES, of which the following are copies, have this day been received from Vice-Admiral Sir Augustus I. Kuper, K.C.B., the Commander-in-Chief of Her Majesty's Ships and Vessels on the China Station:—

OPERATIONS IN THE STRAITS OF SIMONO SEKI.

SIR,
*"Euryalus," Straits of Simono Seki,
 September 15, 1864.*

I ACQUAINTED the Lords Commissioners of the Admiralty, briefly, in my letter of the 10th instant, No. 342, with the successful result of the operations of the allied squadrons in the Straits of Simono Seki; and I have now the honor of reporting, in detail, for their Lordships' information, the progress of events subsequently to the 29th ultimo, the day of our departure from Yokohama.

2. The "Perseus" having joined my flag in the entrance to the Boungo Channel, with a large collier in tow from Shanghae, and the "Coquette" arriving at the rendezvous on the 4th from Nagasaki, the force by which the operations were conducted, consisted of the undermentioned ships, viz.:—

British.

"Euryalus,"
 "Tartar,"
 "Conqueror,"
 "Barrosa,"
 "Leopard,"
 "Argus,"
 "Perseus,"
 "Coquette,"
 "Bouncer,"

and the battalion of Royal Marines.

French.

"Semiramis," screw, 35 guns, flag of Rear-Admiral Jaurés;
 "Dupleix," screw, 10 guns;
 "Tancred," screw, 4 guns, despatch vessel.

Dutch.

"Metalen Kruis," screw, 16 guns, senior officer's ship;
 "D'Jambi," screw, 16 guns;
 "Amsterdam," paddle, 8 guns;
 "Medusa," screw, 18 guns,
 and the United States' chartered steam vessel "Takiang," with an officer, a party of men and a gun of the United States' corvette "James Town."

3. The whole squadron, having assembled at the island of Hime Sima, in the inland sea (the appointed rendezvous), left that anchorage at 9 A.M. on the 4th instant, and steered for the entrance to the Straits of Simono Seki, anchoring in the afternoon out of range of the batteries.

4. The accompanying tracing of the chart of the straits will explain to their Lordships the position and strength of the batteries as described thereon by Major Wray, Royal Engineers—the batteries being referred to in this despatch by numbers corresponding with those on the plan.

5. Having, in company with Rear-Admiral Jaurés, reconnoitered the position of the batteries belonging to the Prince of Choshu, it was arranged that the attack should be made on the 5th instant as soon as the tide served, and at 2 P.M. the signal was made for the ships to take up their positions.

As soon as this was accomplished the action was commenced from the bow gun of the "Euryalus," and the fire was smartly returned and kept up with much spirit by the Japanese batteries. At about 4.30 P.M. the fire from Nos. 4 and 5 batteries evidently slackened, and shortly afterwards ceased altogether; and by 5.30 batteries Nos. 6, 7, and 8 were also silenced. The day was now too far advanced to admit of the landing parties being disembarked, but the "Perseus" and the Dutch corvette "Medusa" being very close to battery No. 5, and it being too dark to signalize for instructions, Commander A. J. Kingston, with Lieutenant F. J. Pitt and a party of men from the "Perseus," followed by Captain de Casembroot and Lieutenant de Hart, of the "Medusa," gallantly landed, spiked most of the guns in that battery, and returned to their ships without casualties of any sort, thus rendering very valuable service.

6. The positions taken up by the allied squadrons in this afternoon's engagement were as follows:—the advanced squadron, under the command of Captain J. M. Hayes, consisting of the "Tartar," "Dupleix," "Metalen Kruis," "Barrosa," "D'Jambi," and "Leopard," moved into the bay off the village of Tanoura, as shown on the plan, within easy range of batteries 3 to 9 inclusive, whilst the "Euryalus" and "Semiramis" opened fire upon the same works: the light squadron, under Commander Kingston, consisting of the "Perseus," "Medusa," "Tancred," "Coquette," and "Bouncer," were directed to take the batteries in flank: the "Argus" and "Amsterdam," being at first kept in reserve to render assistance to any ship that might be disabled or

grounded, were afterwards ordered to close and engage: and the "Conqueror," having the battalion of Marines on board, was, in consequence of the difficult navigation, directed to approach only sufficiently near to admit of her Armstrong guns bearing on the nearest batteries. During this operation the "Conqueror" grounded twice on a knoll of sand, but came off again without assistance and without sustaining any damage. The "Takiang," also fired several shots from her one Parrot gun, doing good service. The "Coquette," towards the close of the engagement, was withdrawn from her position with the flanking squadron, and sent to assist the foremost of the advanced corvette squadron, a service which Commander A. G. R. Roe performed with great promptness.

7. At daylight, on the 6th instant, No. 8 battery again opened fire upon the advanced squadron, doing some damage to the "Tartar" and "Dupleix," but on the squadron returning the fire, the battery was soon silenced, and only an occasional straggling shot was fired from it afterwards. The arrangements for the disembarkation having been completed, the Allied forces, composed of the small arm companies of the "Euryalus" and "Conqueror," under the command of Captain J. H. J. Alexander, of the "Euryalus," the battalion of Marines and Marines of the squadron under that of Lieutenant-Colonel W. G. Suther, and detachments of 350 French and 200 Dutch seamen and Marines; the former under the command of Captain du Quilis and Lieutenant Layrle, Chef-d'État-Major, and the latter under that of Lieutenant Binkis, were distributed in the boats of the squadron, and towed to the opposite shore by the "Argus," "Perseus," "Coquette," "Tancrède," "Amsterdam," "Medusa," and "Takiang," the "Bouncer" assisting to cover the landing, which was effected without accident, under the able superintendence of Captain W. G. Luard, of the "Conqueror," assisted by Commander E. T. Nott, of that ship; and the force proceeded, under my personal directions, to assault and take possession of the principal batteries, which was accomplished with only trifling opposition. All the guns having been dismounted and spiked, carriages and platforms burnt, and magazines blown up, and deeming it inexpedient, from the very rugged and almost impenetrable nature of the country, to retain possession of any post on shore during the night, I directed the whole force to re-embark at 4 P.M.

8. The French and Dutch detachments were already in their boats, when the Naval Brigade, stationed at Battery No. 5, was suddenly attacked by a strong body of Japanese assembled in the valley in the rear of the battery. Colonel Suther's battalion of Marines coming up at this moment, a joint attack was immediately organized, and the enemy driven back upon a strongly placed stockaded barrack, from which they were dislodged after making a brief but sharp resistance, leaving seven small guns in our possession. I regret to say, that Captain Alexander, whilst gallantly leading his men to the attack of the stockade, received a severe wound in the foot, and many other casualties also occurred in this attack. The whole force having then been ordered to embark, reached their ships without accident, notwithstanding the violence of the currents, which presents serious obstacles to any operations in these straits.

9. During this day's action I noticed with great pleasure the coolness and gallantry of the Naval Brigade, under Captain Alexander, the excellent discipline, and steady bearing under fire

of the battalion of Marines under Colonel Suther, ably supported by Lieutenant-Colonels P. C. Penrose and C. W. Adair; and I observed with satisfaction the readiness with which the French and Dutch brigades occupied their assigned positions. It was, however, a source of regret to me that the embarkation of our Allies prevented their taking part in the gallant affair at the enemy's stockade.

10. The "Perseus," whilst covering the landing on the morning of this day, was driven on shore by a strong eddy of the current, and, resisting all efforts to get her off, she remained fast until midnight of the following day (7th), when, having been considerably lightened, she was towed off under the judicious management of Commander John Moresby, of the "Argus," and apparently without damage.

11. The batteries, from Nos. 1 to 8 inclusive, being now entirely in our possession, large working parties were landed early on the morning of the 7th, and commenced embarking the guns captured on the previous days; and during the afternoon, the "Tartar," "Matalen Kruis," "D'Jambi," and "Dupleix," moved round to the westward of Mozi Saki point, preparatory to an attack on Batteries Nos. 9 and 10.

12. On the 8th instant, I shifted my flag to the "Coquette," (Admiral Jaurés accompanying me), and proceeded, in company with the four ships named in the last paragraph, then composing the advanced squadron, to open fire upon Batteries Nos. 9 and 10. The fire not being returned, parties were shortly afterwards landed from the squadron to destroy the batteries and embark the guns, the whole of which was effected by the evening of the 10th, and all the guns are now on board the ships of the Allied squadrons; the embarkation of the guns, consisting of sixty-two pieces of ordnance, of various sizes, a work of much labour and difficulty, was very efficiently performed, under the directions of the Captains of the Allied squadrons. Captain W. M. Dowell, of the "Barrosa," who had charge of the embarkation at one of the principal batteries, has brought to my notice the zealous assistance rendered by Lieutenants W. H. Cuming, of the "Barrosa," and R. E. Tracey, of the "Euryalus," and by Lieutenant Costa, of the "Semiramis," which contributed largely to the success of the undertaking.

13. I forward, for their Lordship's favourable notice, copies of letters I have received from Captains Hayes and Alexander, Lieutenant-Colonel Suther, Commanders Moresby and Kingston, and the Surgeon of my flag-ship, and would beg leave to draw attention to the testimony borne by them respectively to the conduct of various officers and men whose duty was performed under their immediate directions, and in which I desire to assure their Lordships that I fully concur.

14. In addition to these reports it is my pleasing duty to record the high sense I entertain of the skill and gallantry displayed by the entire force under my command during the operations above described. Of the fire maintained by the "Tartar," in the conspicuous position I had assigned to Captain Hayes, as the Senior Captain, and of the gallant manner in which he was supported by—

Captain Francieu, of the "Dupleix,"
 Captain de Man, of the "Matalen Kruis,"
 Captain W. M. Dowell, of the "Barrosa,"
 Captain Van Rees, of the "D'Jambi," and
 Captain C. T. Leckie, of the "Leopard,"
 I cannot speak too highly. I beg leave also to

bring under their Lordships' notice the zeal and activity displayed by—

Captain W. G. Luard, of the "Conqueror,"
 Captain J. H. J. Alexander, of the "Euryalus,"
 Lieutenant-Colonel W. G. Suther, commanding Royal Marine Battalion,

Commander John Moresby, of the "Argus,"
 Commander Augustus J. Kingston, of the "Perseus,"

Commander E. T. Nott, of the "Conqueror,"
 Commander Jas. E. Hunter, of the "Euryalus,"
 Commander A. G. R. Roe, of the "Coquette,"
 Lieutenant H. L. Holder, commanding the "Bouncer," and

Lieutenant Rd. H. Harington, of the "Euryalus," who succeeded to the command of the Naval Brigade on Captain Alexander being wounded,

as well as Captain du Quilis, of the "Semiramis,"
 Captain Müller, of the "Amsterdam,"

Captain de Casembroot, of the "Medusa," and
 Lieutenant Pallu, commanding the "Tancredi,"
 and I have to thank Lieutenant Pearson, of the United States' Navy, for the efficient assistance rendered by him in the chartered steam-vessel "Takiang," in towing boats, and for subsequently consenting to receive on board the wounded men of the squadrons.

15. To the hearty co-operation and the cordial goodwill displayed by Rear-Admiral Jaurès, during the preparations for and the progress of these operations, I am deeply indebted; I have endeavoured to express to that officer the satisfaction I have felt in having been associated with him in the conduct of this affair, and my appreciation of the good service rendered by the able and efficient force under the Rear-Admiral's command. I have also conveyed to Captain de Man, the senior officer of His Netherlands Majesty's ships, my thanks for the efficient co-operation and assistance of the squadron under his command, as well as to Lieutenant Pearson, of the United States' Navy, for the readiness with which he has sought to carry out my wishes on all occasions. Without the cheerfully rendered and able support of these officers, and the perfectly good understanding which has prevailed throughout the allied squadron, the very rapid and brilliant successes that have attended our operations could scarcely have been secured without greater losses and considerable delay; and I trust that the satisfactory result will receive the approbation of their Lordships.

16. Much credit is due to the Masters of the squadron for the skilful manner in which the various ships were manœuvred amongst numerous difficulties, and particularly to Mr. George Williams, Master of my flag-ship, and Mr. John C. Solfleet, of the "Conqueror," whose zeal and intelligence have deserved my special notice; and the praiseworthy conduct of Mr. James G. Liddell, of the "Bouncer," the senior Second Master on the station, has been brought favourably before me by Lieutenant Holder, commanding that gun-boat.

17. Mr. D. L. Morgan, Surgeon of my flag-ship, has called my attention to efficient service rendered by the Medical Staff employed on shore under his directions, and to their devotion and attention to the wounded.

18. I should wish also to bring under their Lordships' favourable notice my Secretary Mr. Hemsley H. Shanks, and Flag-Lieutenant Robert P. Dennistoun, who accompanied me on shore and afloat throughout the operations and rendered me valuable assistance.

19. To Major Wray Royal Engineers, whose services have been placed at my disposal by the

War Office, I am indebted for much useful information as to the nature and position of the batteries; and I have much pleasure in recording my sense of the energy and zeal displayed by this officer throughout the operations, and in the destruction of the batteries and magazines. Lieutenant Crowdy, Royal Engineers, who accompanied the expedition at my request, with the permission of Lieutenant-Colonel Browne, commanding Her Majesty's troops at Yokohama, also rendered valuable service with his men, both whilst attached to the Naval Brigade, and subsequently in the embarkation of the heavy guns.

20. Mr. J. F. Lowder and Mr. Ernest Satow, Interpreters, attached to the squadron by Sir Rutherford Alcock have afforded me every assistance and have been most zealous in the performance of their duties.

21. Since the conclusion of these operations I have satisfied myself, by personal examination, of the entire Straits, that no batteries remain in existence on the territory of the Prince of Choshu, and thus the passage of the Straits may be considered cleared of all obstructions.

22. On the 8th instant, whilst the demolition of the batteries and the embarkation of the guns were in progress, an Envoy of the Prince of Choshu came on board my flag-ship, under a flag of truce, charged, as he informed me, with instructions from the Prince to negotiate for a termination of hostilities. He produced documents said to have been written by command of the Prince of Choshu, and stated that no opposition would henceforth be offered to the free passage of the Straits. The Envoy also exhibited copies of letters to substantiate the statement, that, in the various acts of hostility towards foreign flags recently carried into effect, the Prince had acted under the direct authority of the Mikado and of the Tycoon.

23. Having conferred with Rear-Admiral Jaurès, who was present at the interview, it was determined that, to convince us of the sincerity of the Prince's desire for peace, it was indispensable that we should receive a written requisition, under his own hand, to that effect; and the Envoy having observed, that an interval of two days would be required to obtain the desired communication, a suspension of hostilities for that time was agreed upon, and the squadrons were immediately directed to hoist flags of truce. It was, however, stipulated, that the armistice should not interfere with the work of embarking the guns from the batteries, then in progress, and it was accordingly proceeded with and completed, as previously described.

24. True to the time named, at noon on the 10th instant, the Chief Councillor of the Prince of Choshu (Mori Idzumo) came on board the "Euryalus," and placed before me a despatch from the Prince (identical despatches being also brought for the senior officers of the Allied squadrons).

25. The very satisfactory character of the Prince's written communication, and its humble tone, afford, in the opinion of Rear-Admiral Jaurès and myself, reasonable grounds for the presumption that, apart from the brilliant success achieved in a military point of view, and the great extent of the injury inflicted upon the Prince of Choshu, his power and prestige, advantages of an important nature in a political sense, may very possibly result from the presence of the Allied squadrons in these Straits. I have duly informed Sir Rutherford Alcock of these events, and have placed at his disposal the means of communicating with me here should he desire to do so.

26. A personal inspection of the Straits of Simono Seki has convinced me of the inexpediency, with the means at present available, of holding any position either on an island or on any portion of the mainland in the vicinity of the Straits. I do not, therefore, purpose carrying into effect that portion of the programme of the diplomatic Representatives forwarded with my letter of the 28th ultimo, No. 328. It is, however, my intention to maintain possession of the Straits by leaving here an English, a French, and a Dutch vessel-of-war, until the relations between the Tycoon's Government, and those of the Treaty powers, with regard to this portion of the territory of the Prince of Choshu have been arranged on a satisfactory footing; the presence of the ships will, at the same time, afford a guarantee against the erection of batteries, which the Prince has engaged should not be again undertaken. I have subsequently had a further interview with the Envoys of the Prince of Choshu, who have agreed on behalf of the Prince, to the terms proposed to them as the conditions of the cessation of hostilities, which will ensure the Straits remaining open for the future: the ratification of the Prince being now all that is required to complete the object for which the Allied forces came to these Straits.

27. In conclusion, I have only to express my hope that the operations I have had the honour of describing, and the results obtained, may receive the approbation of their Lordships and of Her Majesty's Government.

I have, &c.

(Signed) AUGUSTUS L. KUPER,
Vice-Admiral and Commander-in-Chief.

*The Secretary of the Admiralty,
London.*

*Her Majesty's ship "Tartar,"
Simono Seki.*

SIR,

September 9, 1864.

YOU having been pleased to entrust a division of the squadron as per margin,* to my command, during the late hostilities in the Straits of Simono Seki, and the operations having so far terminated with such satisfactory results, I beg to report, for your information, the proceedings of the advanced squadron since noon of the 4th instant.

2. Having taken up the position directed by your General Order of the 3rd instant, the Squadron under my orders was held in readiness for immediate action. On the first gun having been fired from your flag ship, the batteries immediately opened on us with shot and shell, the first discharge striking the "Tartar" in several places.

3. The advanced squadron instantly replied to the fire of the batteries, but it would be needless for me to enter into a detailed account as the whole engagement occurred under your immediate observation, still I cannot allow this opportunity to pass without bringing to your notice, the valuable support I received from the able management and precision of the rifled guns of His Imperial Majesty's ship "Dupleix," which ship invariably replied to the guns which were striking the "Tartar," and showing an energy which reflected the highest credit on her commander.

4. The assistance rendered by His Netherlands Majesty's ships "Metalen Kruis," and "D'Jambi," and the preparations made by them

* "Tartar," "Dupleix," "Metalen Kruis," "Barrosa," "D'Jambi," "Leopard."

beforehand, showed that they spared no trouble in preparing their ships for any emergency; their rifled guns also telling on the nearest fort.

5. I need hardly mention what pleasure I felt in finding that the Commander-in-Chief had given to the advanced squadron, the services of so valuable and experienced an officer as Captain Dowell of Her Majesty's ship "Barrosa;" the judicious and cool manner with which that ship was handled, and the precision of her fire, while replying to the enemy's guns, more particularly when directed on the "Tartar," was fully appreciated by myself and all on board.

6. At 5.25 A.M., on the morning of the 6th, the Long Battery again opened fire, and I am sorry to say, with unfortunate effect, the first discharge killing two and wounding several on board the "Dupleix," which vessel during the night had drifted between ourselves and the fort. She immediately slipped her cable and moved to her former position, when the "Tartar" again was instantly and repeatedly struck by the fire from the fort, dangerously wounding my First Lieutenant, Lieutenant W. A. De V. Brownlow, a valuable and steady officer, whose services I desire to bring under your favourable consideration. My Second Lieutenant, Lieutenant C. B. Powell, immediately took his place, showing that cool aptitude for work which is so valuable in an officer.

7. Having been directed to take up an advanced position on the afternoon of the 7th, I anchored the ship for the night in the position pointed out by yourself, advancing the next morning while shelling the two last forts on Point Kibune to a position within 3000 yards, when we again anchored, and from thence shelling the forts, which had the effect of making the enemy abandon them without firing a gun, probably in consequence of a barrack taking fire in the rear, near a magazine containing a large amount of powder and upwards of seven or eight hundred shell which soon after exploded, also from feeling the impossibility of coping with guns of such superior power, and the moral effect produced by the fleet on the two previous days.

8. Throughout the whole of these proceedings, Mr. John E. Chapple, the master of the "Tartar," showed the greatest coolness and judgment in the pilotage of the ship.

9. The Prussian officer Mr. von Blanc, lately appointed to this ship, proved his skill and worth in several ways, and I consider him an intelligent and valuable officer, certain to do credit to any position in which he may be placed.

10. The remainder of the officers and ship's company conducted themselves throughout entirely to my satisfaction.

I have, &c.

(Signed) JNO. M. HAYES, Captain,
Her Majesty's ship "Tartar,"
Commanding the Advanced Squadron.

To Vice-Admiral

Sir Augustus L. Kuper, K.O.B.,
Commander-in-Chief.

*Her Majesty's Ship "Euryalus,"
off Simono Seki,*

SIR,

September 10, 1864.

I HAVE the honour to state, in compliance with your directions, to report as to the proceedings of the naval brigade landed under my command from Her Majesty's ships "Euryalus" and "Conqueror," in the Straits of Simono Seki, on the morning of the 6th instant.

That, having formed on the beach in the order prescribed by you with reference to the other landing forces, the naval brigade ascended the heights, immediately above a succession of small terraces, to capture a one-gun battery at their summit; and after reaching the crest of the boulder, descend its western side to overlook the heavy Battery at its foot, and cover, if necessary, the flank of the combined column then advancing along the beach to the westward.

The one-gun battery was found to be deserted, the gun removed, the carriage only remaining, which was immediately destroyed.

In crossing this battery, the right flank became exposed to the enemy's riflemen, concealed in the dense bush on the opposite (east) side of the ravine.

The leading company immediately deployed in skirmishing order, and returned their fire, while the column pushed on and gained the cover of the upper bluff, though not before the force had suffered the loss of three wounded.

On descending, with much labour, through the dense brushwood on the western side, a detachment of French sailors was found in occupation of the upper battery on the right-hand side of the valley.

The remainder of the force, excepting a company of Royal Marine Artillery (Lieutenant W. H. T. M. Dodgin, Royal Marine Artillery, in command), left to join my command, had continued its march westward.

Not conceiving the assistance of the brigade required by the main force, and as immediately on arriving at the foot of the hill, parties of the enemy had shown themselves at intervals between the trees on either side of the valley, and opened fire with field and mountain pieces and musketry, which they withdrew out of sight towards the head of the valley whenever my men advanced, I determined to hold the batteries on either side of the valley, and occupy the men in dismounting the guns, destroying the carriages and exploding the magazines, &c.; after which, if not required, to join the remainder of the force, I intended attacking the enemy's stockade at the head of the valley, and capturing his guns.

The former part of my intention was carried out, and the men had had half an hour for such dinner as they could get, when I received intelligence that the main body was returning, at the same time an order from yourself to embark, in accordance with which the Royal Marine Artillery Company had shoved off, when about half-past three I received your orders to retain possession of the batteries, the "Perseus" being aground beneath that to the eastward.

I now considered it more than ever advisable to dislodge the enemy at the end of the valley, and the head of the Marine column appearing at this minute, I sent a request to Lieutenant-Colonel Suther, to co-operate for that object, to which he agreed, selecting the right side of the valley for his attack.

The naval brigade, in order to take the left, instantly, but with some difficulty, crossed by the ridges between the rice fields, and on reaching the narrow roadway on the left of the valley, commenced ascending it at the double.

The enemy had already commenced firing, but on observing from this, and the approach of the Marines, our intention was to attack, his fire became extremely hot. Our men continued at the double and returned it with steadiness and visible effect, and when distant about two hundred yards, with a loud cheer from all, the leading company rushed on, the succeeding company, whilst still advancing, returning the enemy's fire,

which he continued from the parapet of the moat, and top of an eight-foot wall, backing the front side of the palisade, till the leading men were within fifty yards, when he threw down his arms and ran in all directions.

I regret to state that at this moment, a musket shot through the ankle-joint of the right foot, totally incapacitated me from proceeding, and on a stretcher arriving, I was carried to the rear, leaving the brigade under the orders of Lieutenant Harington.

I have also to regret that this operation was not effected without a severe loss, viz., seven killed and twenty-six wounded in the naval brigade, but I trust its successful termination and the moral as well as physical effect of the reverse inflicted on the enemy, may justify, in your opinion, its undertaking.

It gives me much pleasure to bring to your favourable notice the marked merit displayed in the following instances.

1st. Mr. D. G. Boyes, Midshipman, of the "Euryalus," who carried a colour with the leading company, kept it with headlong gallantry in advance of all, in face of the thickest fire, his colour serjeants having fallen, one mortally, the other dangerously wounded, and was only detained from proceeding yet further by the orders of his superior officer. The colour he carried was six times pierced by musket balls.

2nd. Lieutenant Frederick Edwards, commanding the third company, has called my attention to the intelligence and daring exhibited by William Seeley, ordinary seaman, in ascertaining the enemy's position, and afterwards, when wounded in the arm in the advance, continued to retain his position in the front.

Lieutenant R. E. Tracey, rendered me most valuable assistance throughout, and when disabled myself, conducted the advance with great gallantry and ability.

Lieutenant Edwards' company, which was in advance, was most gallantly led by him.

Lieutenant Harington's company efficiently supported him.

Lieutenant Alfred Jephson's company, through my mistake only, in giving him the wrong route, did not arrive as soon as no doubt it otherwise would have done.

The "Conqueror's" companies followed in support of Lieutenant Harington's, and officers and men showed zeal and alacrity, and far more steadiness than could be expected from men together for so short a time and under their circumstances.

The medical officers, Messrs. E. A. Birch, Samuel Mc Bean, and J. T. Comerford, Assistant-Surgeons, were exceedingly prompt and constant in their attention to the wounded.

Mr. Rt. N. Haly, Clerk, accompanied me throughout the day, and Messrs. Henry H. Dyke and E. P. Hume, midshipmen, acted as my aides-de-camp.

Lieutenant Crowdy, Royal Engineers, with four of the Royal Engineer Corps, and having also under his directions the Pioneers of the Naval Brigade, afforded active and useful assistance in exploding magazines, destroying gun-carriages, &c., at the same time they were very ready with their rifles.

Mr. Satow, of Her Majesty's Legation, Yokohama, accompanied me on all occasions and in the thickest fire, to act as interpreter if required.

In conclusion, the whole force, combatants and non-combatants, during this long hot day, with exceedingly hard work, and under very trying circumstances, behaved in such a manner as to merit the highest praise, officers and men univer-

sally exhibiting gallantry, zeal, energy, and steadiness, their only fault being at times a too reckless exposure of themselves, unwarranted by necessity, and all that their conduct leaves for me to hope is, that I may ever be fortunate enough to have the honour to command such on similar occasions.

I have, &c.,

(Signed) J. H. J. ALEXANDER,
Captain, Her Majesty's Ship "Euryalus,"
Commanding Naval Brigade.

To Vice-Admiral Sir Augustus
L. Kuper, K.C.B., Comman-
der-in-Chief, &c., &c., &c.

Her Majesty's Ship "Conqueror,"
Straits of Simono Seki, Japan,
September 7, 1864.

SIR,

IN compliance with your orders I was yesterday disembarked at eight o'clock A.M., and placed in command of the Brigade landed for the demolition of the enemy's batteries.

As soon as the force had been formed, the battalion of English sailors, under the command of Captain Alexander, mounted the heights for the purpose of destroying a three-gun battery, situated about 100 feet above the beach; and, with the rest of the brigade, viz., a battalion of French sailors, two battalions of Royal Marines (the first under the command of Lieutenant-Colonel Penrose, and the second of Lieutenant-Colonel Adair), a detachment of Royal Engineers, under the command of Major Wray, and a battalion of Dutch soldiers and sailors, I marched along the line of batteries, and under your personal observation dismounted the guns, burnt the carriages, and blew up the magazines.

On returning from this duty, and after the French and Dutch portion of the brigade had re-embarked, the enemy opened fire upon us from a three-gun stockaded barrack building, situated in a ravine not easily approachable, and very ill-suited to military manœuvring.

I directed the two battalions of Royal Marines to storm the building upon its right approach, whilst the battalion of sailors stormed upon its left; after a sharp resistance the enemy fled from his position.

Having spiked the guns and set fire to the buildings, I ordered the brigade to return to the place of embarkation.

In the execution of this duty I very much regret that several casualties occurred.

Captain Alexander, while gallantly leading his battalion, was severely wounded and carried to the rear, so also were Captain N. W. De Courcy and Lieutenant J. W. Inglis, of the Royal Marines.

Where all performed their duties well, it is difficult to individualize, but I feel it incumbent on me to mention the high bearing of the commanding officers of battalions, Lieutenant-Colonel Penrose, Royal Marines, Lieutenant-Colonel C. W. Adair, Royal Marines, and Captain J. H. J. Alexander, Royal Navy; to those officers I am greatly indebted for their zeal and gallantry.

The Senior Captain of Royal Marines, Captain N. W. de Courcy, who was severely wounded when at the head of his company, holding a difficult position near the stockade, Captain and Brevet-Major Ambrose Wolrige, Acting Brigade-Major, and First Lieutenant J. C. Hore, my

orderly officer, I am bound to bring particularly to notice for their zeal and intelligence.

The Medical Staff of Royal Marines, under Dr. C. K. Ord, were most active and prompt in their attendance to the wounded.

I beg also to state that I received much assistance, when in the stockaded barrack building, from Lieutenant R. E. Tracey, Royal Navy, who carried out some orders it was necessary for me to give in a zealous and efficient manner.

I have, &c.,

(Signed) W. G. SUTHER,
Lieutenant-Colonel Royal Marines,
Commanding Allied Forces,
disembarked on the 6th instant.

To Vice-Admiral Sir Augustus
L. Kuper, K.C.B., Comman-
der-in-Chief, &c., &c., &c.

Euryalus, at Simono Seki,
September 8, 1864.

LIST of Officers, Seamen, and Marines killed or wounded during operations of the 5th and 6th instant, at Simono Seki, Japan:—

Her Majesty's Ship *Euryalus*.

J. H. J. Alexander, 32, captain; wound of right ankle-joint by musket-ball, dangerous.

C. W. Atkinson, 19, midshipman; wound of finger by musket-ball, slightly.

Frederick E. Edwards, 22, lieutenant; wound of left foot by musket-ball, slightly.

Bartholomew Conner, 28, A.B.; wound of abdomen by musket-ball, killed.

Stephen Bailly, 28, captain of foretop; wound of groin by musket-ball, killed.

Joseph Kidd, 29, ordinary; wound of heart by musket-ball, killed.

George Wells, 24, A.B.; wound of both lungs by musket-ball, mortally, since dead.

John Sney, 27, private, R. Marine; wound of stomach by musket-ball, mortally, since dead.

Thomas Kiley, 28, A.B.; wound of throat, ball lodged, dangerously.

Thomas Pride, 28, A.B.; wound of left side of chest by musket-ball, dangerously.

Charles Lover, 26, A.B.; wound of right leg by musket-ball, severely.

George Dumfroy, 20, ordinary; wound of left leg by musket ball, severely.

George Atteridge, 35, A.B.; wound of left side of chest by musket-ball, severely.

William Seeley, 26, ordinary; wound of right arm by grape shot, severely.

Joseph Marcham, 28, A.B.; wound of right shoulder by musket-ball, severely.

Thomas Harman, 20, ordinary; wound of left leg by musket-ball, severely.

John Winsby, 23, ordinary; wound of right hand by arrow, severely.

Patrick Butler, 19, ordinary; wound of chest by spent ball, slightly.

Thomas Williams, 29, A.B.; wound of right wrist by arrow, slightly.

James Shylock, 28, A.B.; wound of right side of chest by arrow, slightly.

George Chicks, 23, private, Royal Marines; wound of scalp by a rock splinter caused by shell, slightly.

James Robinson, 31, private, Royal Marines; wound of neck by a rock splinter caused by shell, slightly.

William Jones, 26, A.B.; wound of fore arm by arrow, slightly.

Battalion of Royal Marines.

N. W. de Courcey, captain; gunshot wound of left wrist, severely.

J. W. Inglis, 1st lieutenant; gunshot wound of left groin, severely.

C. W. Adair, lieutenant-colonel; temporary concussion from fall of a tree produced by a shot, slightly.

Daniel Moore, 22, private; bullet wound of head, killed.

Edwin Shaw, 28, private; bullet wound of left lung, dangerously.

Samuel Howard, 23, private; shell wound of right knee, dangerously.

Thomas Cooper, 28, private; bullet wound of right thigh, severely.

William Lethbridge, 28, corporal; wound of knees, slightly.

Thomas Blakemore, 27, private; shell wound of left leg, compound fracture, dangerously.

William Gill, 22, private; wound of left wrist by explosion of magazine, slightly.

John Burrows, 29, private; contusion of thigh from explosion of magazine, slightly.

James Haydon, 16, drummer; contusion of left hip, slightly.

William Allen, 22, private; burn of face and hands by explosion of magazine, severely.

Her Majesty's Ship Leopard.

Edward Rowley, 26, private R. M.; bullet wound of left elbow, slightly.

Thomas Yates, 24, private R. M.; bullet wound of left leg, dangerously.

Her Majesty's Ship Conqueror.

George Greene, 22, ordinary; bullet wound of right lung, killed.

Frederick Lufer, 22, private, R. Marine; bullet wound of left lung, killed.

David Riddles, 19, ordinary; bullet wound of back, severely.

Henry Kitchener, 21, A.B.; bullet wound of left wrist, severely.

Henry Martin, 22, A.B.; bullet wound of right leg, severely.

Ralph Barnes, 22, private, R. Marine; bullet wound of abdomen, severely.

Her Majesty's Ship Tartar.

A. de V. Brownlow, lieutenant; wound of left hip, dangerously.

E. J. Wingfield, midshipman; wound of left leg, severely.

Alfred Camplin, private R. M.; wound of right shoulder, dangerously.

John Ford, A.B.; wound of back, severely.

William Smith, ordinary; wound of arm and face, slightly.

Henry Sercombe, A.B.; wound of face, slightly.

John Murphy, boatswain's mate; wound of face, slightly.

Robert Breeze, private, Royal Marines; wound of face and head, slightly.

Her Majesty's Ship Perseus.

John M'Carlan, 31, private, R. Marine; bullet wound of left thigh, severely.

Charles Suitors, 27, leading seaman; contused wound of left foot, severely.

Her Majesty's Ship Barrosa.

George Fountain, private, R. Marine; musket-ball wound of arm, slightly.

Her Majesty's Gunboat Bouncer.

Michael M'Donald, corporal R. M.; bullet wound of right thigh, severely.

Total killed, 8; total wounded, 48.

(Signed) D. L. MORGAN, F.R.C.S.,
Surgeon in Charge.

Abstract of the Above.

The *Euryalus*.—Five men killed; three officers and 15 men wounded. Royal Marine Battalion. —One man killed; three officers and nine men wounded.

The *Conqueror*.—Two men killed and four wounded.

The *Tartar*.—Two officers and six men wounded.

The *Leopard*.—Two men wounded.

The *Perseus*.—Two men wounded.

The *Bouncer*.—One man wounded.

The *Barrosa*.—One man wounded.

Total killed and wounded, 56.

General Totals.

| | Killed. | Wounded. |
|---------------------|---------|----------|
| English squadron .. | 8 | 48 |
| French .. | 2 | 9 |
| Dutch .. | 2 | 3 |
| Total .. | 12 | 60 |

Return of Killed and Wounded in the Allied Squadrons.

| Ships. | Killed. | Wounded. |
|-------------------------------|---------|----------|
| <i>Euryalus</i> .. | 5 | *18 |
| <i>Tartar</i> .. | — | †8 |
| <i>Conqueror</i> .. | 2 | 4 |
| <i>Barrosa</i> .. | — | 1 |
| <i>Leopard</i> .. | — | 2 |
| <i>Perseus</i> .. | — | 2 |
| <i>Bouncer</i> .. | — | 1 |
| Battalion of Royal Marines .. | 1 | †12 |
| Total .. | 8 | 48 |
| <i>Semiramis</i> .. | — | 1 |
| <i>Dupleix</i> .. | 2 | 8 |
| Total .. | 2 | 9 |
| <i>Metalen Kruis</i> .. | 2 | 3 |
| Total .. | 2 | 3 |
| General Total .. | 12 | 60 |

(Signed) HEMSLEY H. SHANKS,
Secretary to Vice-Admiral Sir A. Kuper.

Her Majesty's Ship *Euryalus*,
Simono Seki, September 18.

* Three officers. † Two officers. ‡ Three officers.

Admiralty, 18th November, 1864.

WITH reference to Vice-Admiral Sir Augustus L. Kuper's foregoing Despatch of the 15th September, reporting the successful result of the operations in the Straits of Simono Seki, the following promotions have been this day made:—

Commanders:

John Moresby, and
Augustus John Kingston,
to be Captains.

Lieutenants:

Henry Lowe Holder,
William Henry Cuming,
William Arthur de Vesci Brownlow,
Richard Hastings Harington, and
Richard Edward Tracey,
to be Commanders.

Mr James Greenwood Liddell, Second Master, to be Master.

Mr. Richard Lovell Bluet Head, Assistant-Surgeon, to be Surgeon.

Foreign Office, November 8, 1864.

The Queen has been graciously pleased to appoint the Honourable Thomas John Hovell Thurlow, now temporarily attached to Her Majesty's Embassy at Vienna, to be a Third Secretary in Her Majesty's Diplomatic Service.

Foreign Office, November 9, 1864.

The Queen has been graciously pleased to appoint William Arthur White, Esq., now British Vice-Consul at Warsaw, to be Her Majesty's Consul at Dantzig.

Admiralty, 15th November, 1864.

Mr. Benjamin Richard King, and Mr. John Millar Watson, have been promoted to the rank of First Class Assistant Engineers in Her Majesty's Fleet, with seniority of 11th November, 1864.

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

The Earl of Tankerville to be Vice Lieutenant, during the absence from England of Earl Grey, the Lord Lieutenant.

*Commission signed by the Lord Lieutenant of the County Palatine of Lancaster.**1st Regiment of the Duke of Lancaster's Own Militia.*

John William Bourne, Gent., to be Lieutenant, vice Charles William Powis, resigned. Dated 3rd November, 1864.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Captain Henry Windsor in the Inverness-shire Militia.

*Commission signed by the Lord Lieutenant of the County of Inverness.**76th Highland Light Infantry Regiment of Militia.*

Lieutenant Archibald M'Nab to be Captain, vice Windsor, resigned. Dated 2nd November, 1864.

*Commissions signed by the Lord Lieutenant of the County Palatine of Chester, and County of the City of Chester.**Earl of Chester's Regiment of Yeomanry Cavalry.*

Robert Stapleton Cotton, Gent., to be Cornet, vice Phillips, resigned. Dated 5th November, 1864.

1st Cheshire Engineer Volunteer Corps.

James Ashburner, Gent., to be First Lieutenant. Dated 5th November, 1864.

4th Cheshire Rifle Volunteer Corps.

John Mayer, Gent., to be Captain, vice Bower, resigned. Dated 5th November, 1864.

John Mathews, jun., Gent., to be Lieutenant, vice Bird, resigned. Dated 5th November, 1864.

Alfred Saunders Walford, Gent., to be Ensign, vice Deighton, resigned. Dated 5th November, 1864.

*Commission signed by the Lord Lieutenant of the County of Dumfries.**6th Dumfriesshire Rifle Volunteer Corps.*

James Johnstone to be Captain, vice Scott, resigned. Dated 25th October, 1864.

*Commission signed by Her Majesty's Commissioners of Lieutenancy for the City of London.**3rd London Rifle Volunteer Corps.*

Captain Robert Peter Laurie to be Major. Dated 16th November, 1864.

*Commission signed by the Lord Lieutenant of the County of Montgomery.**2nd Montgomeryshire Rifle Volunteer Corps.*

Francis Bowers, Gent., to be Ensign, vice Thomas Blake Brown, resigned. Dated 14th November, 1864.

*Commission signed by the Lord Lieutenant of the County of Southampton.**14th Hants Rifle Volunteer Corps.*

Lawrence Henry Cumberbatch to be Ensign, vice Williams, resigned. Dated 16th November, 1864.

COURT OF QUEEN'S BENCH.

*Michaelmas Term, 28th Victoria,
18th November, 1864.*

This Court will, on Saturday the 26th, Monday the 28th, and Tuesday the 29th days of November instant, hold Sittings, and will proceed in disposing of the Cases in the Crown and Special Papers, and any other matters then pending; and will also hold a Sitting on Tuesday, the 13th day of December next, for the purpose of giving judgments only.

By the Court.

LOCAL GOVERNMENT ACT, 1858.**NOTICE OF ADOPTION OF ACT BY PART OF THE TOWNSHIP OF WOOLDALE, YORKSHIRE.**

WHEREAS the Local Government Act, 1858, was duly adopted by that part of the township of Wooldale, in the county of York, which maintains its own highways, on the 24th day of December, 1862, and notice of such adoption was duly given, in writing, to me, as one of Her Majesty's Principal Secretaries of State, as required by such Act. And whereas copies of such notice have been duly advertized and affixed to the principal doors of the churches and chapels, in such part of the said township, to which notices are usually affixed, and the period fixed by the said Act for appeal against the resolution for the adoption of such Act has now expired, and no such appeal has been made:—

Now, therefore, I, as one of Her Majesty's Principal Secretaries of State, as aforesaid, do hereby give notice that the Local Government Act, 1858, has been duly adopted by that part of the township of Wooldale, in the county of York, which maintains its own highways, and that in accordance with the provisions thereof, the said Act, at the expiration of two months from the date of the passing of the said resolution adopting the said

Act, had the force of law within the hereinbefore described part of the said township of Wooldale,

Given under my hand this 16th day of November, 1864.

G. Grey.

Home Office, Whitehall.

LOCAL GOVERNMENT ACT, 1858.

DODWORTH, YORKSHIRE.

WHEREAS a Resolution for the adoption of the Local Government Act, 1858, was, on the 7th day of July, 1864, passed by the owners and rate-payers of the township of Dodworth, in the West Riding of the county of York, that being a place with a population of less than 3000, by the last census.

And whereas proof has been given to my satisfaction, as one of Her Majesty's Principal Secretaries of State, that, by reason of special circumstances, it is expedient that the said township of Dodworth shall be allowed to adopt the said Act.

I do hereby approve of such adoption by the township of Dodworth aforesaid.

Given under my hand this 17th day of November, 1864.

(Signed) *G. Grey.*

Home Office, Whitehall.

LOCAL GOVERNMENT ACT, 1858.

SAFFRON WALDEN, ESSEX.

WHEREAS the Local Government Act, 1858, was duly adopted by the Mayor, Aldermen, and Councillors of the borough of Saffron Walden, in the county of Essex, on the 2nd day of March, 1864, and notice of such adoption has been duly given, and the other requirements of the said Act have been complied with. And whereas a petition of appeal has been presented to me against such adoption, and inquiry and report thereon have been duly made to me by Robert Rawlinson, Esq., the Inspector appointed for such purpose.

Now, therefore, I, as one of Her Majesty's Principal Secretaries of State, do hereby order that the said appeal be dismissed, and that the said Local Government Act, 1858, has the force of law within the said borough of Saffron Walden.

Given under my hand this 17th day of November, 1864.

(Signed) *G. Grey.*

Home Office, Whitehall.

India Office, November 7, 1864.

NOTICE is hereby given, that an examination of Candidates for the appointment of Assistant-Surgeon in Her Majesty's Indian Medical Service will be held at Chelsea Hospital, in February 1865.

Copies of the regulations for the examination of Candidates, together with information regarding the pay and retiring allowances of Indian Medical Officers hereafter entering the service, may be obtained on application at the Military Department, India Office, Westminster.

The probable number of vacancies to be supplied will be 30.

NOTICE is hereby given, that a separate building, named Salter's Hall Chapel, situated at Baxter-road, in the parish of Islington, in the county of Middlesex, in the district of Islington, being a building certified according to law as a place of religious worship, was, on the 11th day of November, 1864, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 16th day of November, 1864.

Geo. Wyatt, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Primitive Methodist Chapel, situate at West Lutton, in the parish of Lutton's Ambo, in the county of York, in the district of Driffield, being a building certified according to law as a place of religious worship, was, on the 12th day of November, 1864, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 15th day of November, 1864.

W. O. Jarratt, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the United Presbyterian Chapel, situated at Black Hill, in the parish of Lanchester, in the county of Durham, in the district of Durham, being a building certified according to law as a place of religious worship, was, on the 15th day of November, 1864, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 16th day of November, 1864.

John D. Hays, Superintendent Registrar.

NOTICE is hereby given, that an agreement authorized by 18 and 19 Vict., c. 63, s. 13, for the dissolution of a Friendly Society, called the Sons of Silin Friendly Society, held at the White Lion Inn, Llansilin, in the county of Denbigh, was transmitted to the Registrar of Friendly Societies in England, on the 12th day of November, 1864.

John Tidd Pratt, Registrar of Friendly Societies in England.
London, 14th day of November, 1864.

NOTICE is hereby given, that an agreement authorized by 18 and 19 Vict., c. 63, s. 13, for the dissolution of a Friendly Society, called the Wesleyan Methodist Association Itinerant Preachers Annuitant Society, connected with Lever-street Chapel, Manchester, in the county of Lancaster, was transmitted to the Registrar of Friendly Societies in England, on the 15th day of November, 1864.

John Tidd Pratt, Registrar of Friendly Societies in England.
London, 15th day of November, 1864.

Derbyshire.

WHEREAS, at the Court of Quarter Sessions, held on the 18th day of October last, a Provisional Order was made in the words following (that is to say):—

"It is ordered by this Court, that the parishes of Castle Gresley, Catton, Cauldwell, Church Gresley, Cotton-in-the-Elms, Croxall and Edingale, Drakelove, Hartshorne, Linton, Lullington, Rosliston, Smisby, Stanton and Newhall, Stapenhill,

Swadlincote, and Walton-upon-Trent, all in the county of Derby, be provisionally constituted a Highway District, by the name of the Swadlincote Highway District, and that there shall be one Waywarden appointed by each of the said parishes, and that the confirmation of the Provisional Order shall be considered at the next Quarter Sessions for this county, and that Counsel be heard in opposition to the confirmation of the Provisional Order on the first day of the Sessions, to be held on the 3rd day of January next.

John Barber,
"Clerk of the Peace."

Notice is hereby given, that the confirmation of the said Provisional Order by a Final Order will be taken into consideration by the Justices at the Court of Quarter Sessions, to be held on the 3rd day of January next.

John Barber,
Clerk of the Peace.

In the Matter of certain Letters Patent granted to James Thomson, formerly of Glasgow, in the county of Lanark, but now of Queen's College, Belfast, in the county of Antrim, in Ireland, Civil Engineer, bearing date the 10th day of January, 1851, for an invention of "improvements in hydraulic machinery and steam engines," within that part of the United Kingdom of Great Britain and Ireland called Ireland.

NOTICE is hereby given, that it is the intention of the above-named James Thomson to present a petition to Her Majesty in Council, praying Her Majesty to grant a prolongation of the term of the above-mentioned letters patent; and notice is hereby further given, that on the 17th day of December next, or if the Judicial Committee of Her Majesty's Privy Council shall not sit on that day, then at the then next sitting of the said Judicial Committee, an application will be made to the said Judicial Committee for a time to be fixed for hearing the matter of the said petition, and any person or persons desirous of being heard in opposition to the prayer of the said petition, must enter a caveat to that effect in the Privy Council Office on or before the said 17th day of December.—Dated this 9th day of November, 1864.

Prichard and Collette, No. 57, Lincoln's-inn-fields, in the county of Middlesex,
Solicitors for the said Petitioner.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
2819. Inventions.

NOTICE is hereby given, that the petition of Charles Martin, of Cheapside, in the city of London, Civil Engineer, praying for letters patent for the invention of "improvements in apparatus for opening and closing the heads of carriages," was deposited and recorded in the Office of the Commissioners on the 12th day of November, 1864, and a complete specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
Inventions.

NOTICE is hereby given, that provisional protection has been allowed

1846. To James Chadnor White, of Liverpool-street, in the city of London, for the invention

of "an improved apparatus for holding whips and other articles."

On his petition, recorded in the Office of the Commissioners on the 25th day of July, 1864.

1975. To Edwin Crook and Frederick Crook, both of Carnaby-street, in the county of Middlesex, Manufacturing Ironmongers and Brass Founders, for the invention of "improvements in the construction of brackets for supporting banner screens, reading desks, and other articles."

On their petition, recorded in the Office of the Commissioners on the 9th day of August, 1864.

2311. To Leonard Cooke, of Horwich, in the county of Lancaster, Paper Manufacturer, for the invention of "improvements in the manufacture of paper cloth."

On his petition, recorded in the Office of the Commissioners on the 21st day of September, 1864.

2423. To Frederic Newton Gisborne, of No. 3, Adelaide-place, London-bridge, in the city of London, Engineer and Electrician, for the invention of "improvements in the means of working electric signals for gunnery practice."

On his petition, recorded in the Office of the Commissioners on the 1st day of October, 1864.

2449. To Jean Oscar Communay, of No. 114, Rue de la Pepinière, Paris, France, Civil Engineer, for the invention of "improvements in affixing the handle to shovels and spades."—Partly a communication made to him by Antoine Garaboux, a person residing at No. 58, Rue de Levis, Paris, France, a Blacksmith, and partly an invention and discovery made by himself.

On his petition, recorded in the Office of the Commissioners on the 5th day of October, 1864.

2497. To John Ives Vaughan, of Appleton-in-Widnes, in the county of Lancaster, Chemist, for the invention of "improvements in the manufacture of resins and resinous substances, and in the apparatus employed therein, parts of such improvements being also applicable to the refining of coal, petroleum, and bone oils, and also paraffin, and analogous acids and hydrocarbons."

On his petition, recorded in the Office of the Commissioners on the 11th day of October, 1864.

2511. To Johannes Möller, of No. 8, Shaftesbury-villas, Hornsey-rise, Islington, in the county of Middlesex, Gentleman, for the invention of "improvements in the preparation or manufacture of coloring matter for marking ink, and other purposes."

On his petition, recorded in the Office of the Commissioners on the 12th day of October, 1864.

2536. To Louis John Crossley, of Halifax, in the county of York, Carpet Manufacturer, for the invention of "improvements in supporting and insulating over ground telegraph wires."

On his petition, recorded in the Office of the Commissioners on the 14th day of October, 1864.

2570. To John Hart, of Sunderland, in the county of Durham, Master Mariner, for the invention of "improvements in reefing fore and aft sails."

On his petition, recorded in the Office of the Commissioners on the 18th day of October, 1864.

2594. To Louis Henry Gustavus Ehrhardt, of Richmond-road, Bayswater, in the county of Middlesex, for the invention of "improvements in the manufacture of gunpowder, and flasks to contain the same."

On his petition, recorded in the Office of the Commissioners on the 20th day of October, 1864.

2635. To George Tomlinson Bousfield, of Loughborough-park, Brixton, in the county of Surrey, for the invention of "improvements in manufacturing aerated bread by the application of carbonic acid gas obtained from fermenting vegetable matters, and in the apparatus employed therein."—A communication to him from abroad by Struben Taylor Bacon, a person resident at Boston, United States of America.

On his petition, recorded in the Office of the Commissioners on the 24th day of October, 1864.

2646. To Peter Dutrulle, of No. 72, Davis-street, Grosvenor-square, in the county of Middlesex, Commission Agent, for the invention of "improvements in the manufacture of syrups."—A communication to him from abroad by Jean Jacques Grosheing and Auguste Sheurer, both of Logelbach, near Colmar, Haut Rhine, Chemists.

On his petition, recorded in the Office of the Commissioners on the 26th day of October, 1864.

2660. To Jonathan Shelmerdine, of the firm of Henry Bayley, Son, and Company, Albion Iron Works, Hulme, Hall-lane, Miles Platting, Manchester, in the county of Lancaster, for the invention of "improvements in cotton gins."

2661. To John Stobo, Foreman Mechanic, and William Pollock, Manager, of Leven Bank Works, near Bonhill, in the county of Dumbarton, North Britain, for the invention of "improvements in apparatus for tramping, wringing, and delivering yarns in connection with dyeing and bleaching processes."

2662. To John Craven and Samson Fox, of Leeds, in the county of York, Engineers, for the invention of "improvements in railway rolling stock and agricultural and traction engines."

2664. To Edward Joseph William Parnacott, of Leeds, in the county of York, Mill Sawyer, for the invention of "an improved manufacture of artificial stone, applicable to the cutting of metallic surfaces."

2665. And to Richard Archibald Brooman, of 166, Fleet-street, in the city of London, Patent Agent, for the invention of "improvements in sextants and other similar instruments for taking observations."—A communication to him from abroad by Pierre Michel Albert Laurent, of St. Nazaire, France.

On their several petitions, recorded in the Office of the Commissioners on the 27th day of October, 1864.

2666. To David Laidlaw and James Robertson, both of Glasgow, in the county of Lanark, North Britain, Engineers, for the invention of "improvements in exhausting, forcing, compressing, heating, cooling, and applying aeriform bodies, and in apparatus therefor."

2667. To William Jackson, Mechanic, 4, Spring-terrace, York-road, Lambeth, London, for the invention of "improved arrangement of the parts in sewing machines for using shoemakers' wax thread for sewing on the soles of boots and shoes."

2668. To John Charlton and Henry Charlton, of Strangeways, in the county of Lancaster, Finishers, and John Osborne Christian, F.C.S., of Manchester, in the same county, Chemist, for the invention of "certain improvements in sizing, dressing, filling, and stiffening yarns or fabrics composed of cotton, linen, silk, wool, or other fibrous materials or paper, whereby such materials are also rendered non-inflammable."

2669. To James Plaister Harriss, of Stanley Hall, in the county of York, Esquire, for the invention of "improvements in fire arms and projectiles."

2670. To William Dowley, of Southampton, in the county of Hants, Engineer, for the invention of "improved apparatus for enabling the passengers in a railway carriage to attract the attention of the guard and driver when required."

2671. To James Goodall, of South Hackney, in the county of Middlesex, and Phillip Goodall, of Spitalfields, in the same county, for the invention of "improvements in brushes."

2672. To George Ager, of Walthamstow, in the county of Essex, Gentleman, for the invention of "improvements in protecting the bottoms and sides of ships and vessels."

2673. To William Cormack, of 15, Little Moor-fields, in the county of Middlesex, Chemist, for the invention of "improvements in the distillation or destructive distillation of solid matters, or semi-solid matters, capable of yielding fluids or gaseous hydro-carbons, or other products, such as pit-coal, boghead, or other bituminous coal or shale, peat, wood, asphalts, tallow, lard, fats, or other solid or semi-solid matters, and in the machinery or apparatus employed therein."

2674. To George Rydill, of Dewsbury, in the county of York, for the invention of "a new hydraulic engine and pump for obtaining a motive power, or giving power to hydraulic engines, or balance engines, or pumps."

2676. To James Hartshorn, Lace Manufacturer, and Joseph Gadsby, Draftsman, both of Nottingham, for the invention of "improvements in manufacturing lace in twist lace machines."

2677. And to Henry Alfred Jowett, of Hayes, in the county of Middlesex, John Eaton Jowett, of Sawlay, in the county of Derby, Civil Engineers, and John Bell Muschamp, of No. 17, Pembroke-road, Kensington, in the county of Middlesex, Gentleman, for the invention of "improvements in the construction of rails, and bearers for the same, for the permanent way of railways."

On their several petitions, recorded in the Office of the Commissioners on the 28th day of October, 1864.

2678. To Alexander Smith and William Smith, both of Glasgow, in the county of Lanark, North Britain, Engineers, for the invention of "improvements in, and relating to, centrifugal apparatus, such as is used in the manufacture of sugar."

2679. To John Lacey Davies, of 4, St. Ann's-square, Manchester, in the county of Lancaster, Patent Agent, for the invention of "certain improvements in machinery or apparatus for pressing, rolling, or shaping metallic articles of irregular form."—A communication to him from abroad by Edward McNally, residing at Elberfeld, in the Kingdom of Prussia.

2680. To Anguish Honour Augustus Durant, of the Conservative Club, Saint James's, in the county of Middlesex, Captain, and William Henry Postlethwaite Gore, of Hanover-cham-

bers, Buckingham-street, in the same county, Esquire, for the invention of "an improved material or combination of materials to be used for the manufacture of panels, and for other constructive purposes."

2681. To Louis Philippe Gabriel Bellet and Charles Marie Philippe de Rouvre, of No. 27, Rue Mademoiselle, Versailles, Seine et Oise, in the Empire of France, for the invention of "certain improvements in the application of electricity as a motive power."

2682. To William Clark, of 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for the invention of "improvements in bolts or fastenings."—A communication to him from abroad by Claude Marie Bigard, Junior, Locksmith, of 29, Boulevard St. Martin, Paris.

2685. To James Lee Norton, of Belle Sauvage Yard, in the city of London, for the invention of "improvements in tenting, stretching, and drying fabrics, and in drying yarns, wool, or other fibrous materials, and paper."

2686. And to George Henry Devereux, of Lamb-terrace, London Fields, Hackney, in the county of Middlesex, for the invention of "improvements in syphons."

On their several petitions, recorded in the Office of the Commissioners on the 29th day of October, 1864.

2687. To John Hawkins Simpson, of Kilmeena, in Ireland; Esquire, for the invention of "improvements in electric-printing for telegraphic and other purposes, and in the apparatus to be used for such purposes."

2689. To Bernard Scalé, of Peckham, in the county of Surrey, Cabinet Maker, for the invention of "improvements in fitting and mounting chamber utensils."

2690. To Joseph Solomon, of Red Lion-square, in the county of Middlesex, Optician, and Alonzo Galord Grant, of Nottingham, Photographer, for the invention of "improvements in lamps or apparatus for burning magnesium and other metallic substances."

2691. To George Davies, of No. 1, Serle-street, Lincoln's-inn, the county of Middlesex, and No. 28, St. Enoch-square, in the city of Glasgow, Civil Engineer and Patent Agent, for the invention of "an improved method of, and apparatus for, warming and cooling railway carriages."—A communication to him from abroad by Pierre Grandjean, Léon Henon, Alphonse Colas, and Marcel Colas, all of Paris, France.

2692. To John Martin Kowan, of Glasgow, in the county of Lanark, North Britain, Engineer, for the invention of "improvements in presses for expressing fluids."

2693. To Niels Fredrick Andreasen, of Copenhagen, in the Kingdom of Denmark, and of Trafalgar-square, Charing-cross, in the county of Middlesex, for the invention of "improvements in apparatus for distributing liquid manure and sowing seed."

2694. And to Edmund Edwards, of 1, York-buildings, Adelphi, in the county of Middlesex, for the invention of "improvements in apparatus for mixing and kneading and for measuring and discharging dough (applicable to other substances)."

On their several petitions, recorded in the Office of the Commissioners on the 31st day of October, 1864.

2695. To John Frederick Brinjes, of Fieldgate-street, Whitechapel, in the county of Middlesex, Engineer, for the invention of "improvements

in apparatus for the reburning of animal charcoal."

2696. To Pierre Louis Charon, of Grove-place, Brompton-road, in the county of Middlesex, for the invention of "improvements in fire places."

2697. To William Moody, of Handsworth, in the county of Stafford, Pianoforte Tuner, for the invention of "improvements in stringing and tuning pianofortes and other stringed musical instruments."

2698. To William Edward Gedge, of the firm of John Gedge and Son, of No. 11, Wellington-street, Strand, in the county of Middlesex, Patent Agent, for the invention of "an improved axle."—A communication to him from abroad by Jean Baptiste Legault, of Ferques, Département of the Pas de Calais, France.

2699. To Thomas Ivory, of Edinburgh, Advocate, for the invention of "improvements in steam engines, and in furnaces, boilers, and condensers for the same, parts of which are applicable to force pumps."

2700. To Paul André Roger, of Paris, in the Empire of France, Gentleman, for the invention of "an improved apparatus for preventing the extinction of lamps and similar apparatus."—A communication from François Desiré Victor Molvé, a person residing at Rue de l'Université, Paris aforesaid.

2701. To Williams Rice, of Market-place, Boston, in the county of Lincoln, for the invention of "improvements in applying the wheels and axles of railway and other carriages."

2702. To Isaac Schwartz, of Castle-street, Falcon-square, in the city of London, for the invention of "improvements in apparatus for lighting rooms and buildings."

2703. And to William Aston, of Princip-street Works, Birmingham, in the county of Warwick, Button Manufacturer, for the invention of "improvements in the manufacture of certain descriptions of buttons."

On their several petitions, recorded in the Office of the Commissioners on the 1st day of November, 1864.

2705. To Robert Richardson, of Hyde-park, in the county of Middlesex, Esquire, for the invention of "improvements in clothing for covering and protecting horses; cattle, and other domestic animals."

2706. To John Forster, of Crow-street, and Frankfort-house, Rathgan, and Harry Draper, of Mary-street, and Leinster-road, Rathmines, Dublin, for the invention of "improvements in the preparation or manufacture of paper in order to prevent the extraction or alteration of writings thereon without detection."

2708. To John Furnevall, of Haslingden, in the county of Lancaster, Engineer, and George Keighley, of Buruley, in the same county, Engineer, for the invention of "an improved mode of combining railway wheels and axles."

2711. To John Drury, of Elland, near Halifax, in the county of York, Engineer, for the invention of "improvements in steam or other motive power engines."

2712. To Fife John Scott, of Princes-buildings, Newcastle-on-Tyne, Merchant, for the invention of "improvements in means or apparatus for signalling between passengers and guards or others on railway trains."

2714. To Edmund Leopold Schlesinger Benzon, of Nicholas-lane, in the city of London, Merchant, for the invention of "improvements in casting steel."—A communication to him from abroad by Anton Lohage, of Unna, Westphalia, in the Kingdom of Prussia.

2715. And to Charles Wetherell Wardle, of Leeds, in the county of York, Mechanical Engineer, Partner in the Firm of Manning, Wardle, and Company, and Robert McIntyre, of Leeds aforesaid, Manager for the said Firm, for the invention of "improvements in apparatus for cutting, boring, slotting, or drilling metallic or other substances."
- On their several petitions, recorded in the Office of the Commissioners on the 2nd day of November, 1864.
2717. To Thomas Fox, of Alloa, in the county of Clackmannan, North Britain, for the invention of "an improved photographic process."
2721. To William Newbould, of Liverpool, in the county of Lancaster, Commercial Traveller, for the invention of "improved means and apparatus by which the Proprietors of Omnibuses and other vehicles can ascertain the amount of monies received by the conductors or other persons in charge of such vehicles."
2723. To Henry William Spencer and John Edward Ball, both of Willow-terrace, Upper Grange-road, Bermondsey, in the county of Surrey, Oil Merchants, for the invention of "an improved method of manufacturing glue and size."
2725. And to Joseph Cutler, of Bowmans-place, Holloway, in the county of Middlesex, for the invention of "improvements in the construction of overflow or waste pipes of cisterns, and in connections applicable thereto, and to other pipes."
- On their several petitions, recorded in the Office of the Commissioners on the 3rd day of November, 1864.
2733. To Frederic Yates, of Birmingham, in the county of Warwick, Engineer, for the invention of "improvements in the manufacture of steel and malleable cast iron, and in apparatus to be used in such manufacture."
2735. To Henry Anderson Gwynne, of 19, Hanover-terrace, Regent's-park, in the county of Middlesex, Engineer, for the invention of "improvements in the manufacture and construction of centrifugal pumps, and parts connected therewith, parts of which improvements are applicable to other machinery."
2737. To Robert Kanzou Bowley and Kanzou Thomas Bowley, both of 53, Charing-cross, in the county of Middlesex, for the invention of "improvements in spurs."
2739. And to Thomas Nesham Kirkham, of West Brompton, Vernon Francis Ensom, of Highgate, both in the county of Middlesex, and Hiram Brook, of Austin Friars, in the city of London, for the invention of "improvements in imparting lustre to and in drying woven fabrics and piece goods."
- On their several petitions, recorded in the Office of the Commissioners on the 4th day of November, 1864.
2741. To Jacob Snider, junior, of the Strand, in the county of Middlesex, Merchant, for the invention of "improvements in breech loading firearms."
2743. And to Demas Ellis and Matthew Hillas, of Dudley-hill, Bradford, in the county of York, Worsted Manufacturers, for the invention of "improvements in weaving figured fabrics, and in arranging jacquard apparatus used therein."
- On both their petitions, recorded in the Office of the Commissioners on the 5th day of November, 1864.
2749. To François Henry Bickés, of No. 10, Rue des Messageries, Paris, in the Empire of France, Gentleman, for the invention of "improvements in apparatus for distilling."
2753. To George Simpson, of Wood-Mill, near Todmorden, in the county of York, for the invention of "certain improvements in mechanism or apparatus for preventing accidents on railways."
2755. To William Edward Gedge, of the firm of John Gedge and Son, of No. 11, Wellington-street, Strand, in the county of Middlesex, Patent Agent, for the invention of "improvements in machinery or apparatus for cleansing grain."—A communication to him from abroad by Alexandre Philippe Outrequin, junior, of Daours, France.
2757. To James Slack, of Chorlton Works, Manchester, for the invention of "improvements in filters and filtering apparatus."
2759. To William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, and Edward Clarence Shepard, of Regent's Park, in the county of Middlesex, Gentleman, for the invention of "improvements in breech-loading firearms, and in the cartridges to be used therewith."
2763. And to Gustavus Palmer Harding, of No. 77, Cornhill, in the city of London, Merchant, and Lynall Thomas, of No. 9, Union-street, Hill-street, Berkeley-square, in the county of Middlesex, Gentleman, for the invention of "improvements in guns and fire arms."
- On their several petitions, recorded in the Office of the Commissioners on the 7th day of November, 1864.
2765. To Robert Montague, of No. 12, Cowley-street, Westminster, in the county of Middlesex, Gentleman, for the invention of "an improved apparatus for holding and regulating the cords or bands of window blinds."
2773. To John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for the invention of "improvements in the treatment of yarns or threads and textile fabrics composed of flax, hemp, or cotton, and in the apparatus employed therein."—A communication to him from abroad by Léon Jarosson, of Paris, in the Empire of France.
2775. To John Bell, of Hammersmith, in the county of Middlesex, Plasterer, for the invention of "improvements in chimney pots for the prevention of down draft, and for curing smoky chimnies."
2777. And to Sven Rydbeck, of Sköfde, in the Kingdom of Sweden, for the invention of "improvements in breech loading fire arms and cartridges."
- On their several petitions, recorded in the Office of the Commissioners on the 8th day of November, 1864.
2781. To John Robinson, of Liverpool, in the county of Lancaster, Ship Builder, for the invention of "improvements in the construction of ships and other navigable vessels."
2783. To James Rae, of New Cross, in the county of Kent, Engineer, for the invention of "improvements in the means or apparatus for transporting or conveying sea water to inland places."

2785. And to John Dale, of Manchester, in the county of Lancaster, Manufacturing Chemist, Heinrich Caro, of the same place, Chemist, and Carl Alexander Martius, of Warrington, in the said county, Chemist, for the invention of "improvements in obtaining colouring matters for dyeing and printing."

On their several petitions, recorded in the Office of the Commissioners on the 9th day of November, 1864.

Errata in Gazette of November 15.

1864. For "William Irvin," read "William Irwin."

2603. For "James Eglington Anderson Gwynne," read "James Eglington Anderson Gwynne."

PATENTS WHICH HAVE BECOME VOID.

A LIST of the Letters Patent for Inventions which have become void by reason of the non-payment of the additional Stamp Duty of £50, before the expiration of the third year from the date of such Patents, pursuant to the Act of the 16th Vic., c. 5, sec. 2, for the week ending the 12th day of November, 1864.

2786. Herman D. Bradt, of Boston, in the State of Massachusetts, of the United States of America, for an invention of "certain new and useful improvements in machinery for lasting and pegging shoes."—Communicated to him from John Taggart, a person resident at Roxbury, in the said State.—Dated 6th November, 1861.

2787. Alexander Prince, of the Office for Patents, 4, Trafalgar-square, Charing-cross, in the county of Middlesex, for an invention of "improvements in furnaces for reducing 'zinc-ores.'"—Communicated to him from abroad by Adolphe Charlier, Director-General of the Mines and Foundries of Eschweiler, resident at Stolberg, near Aix-la-Chapelle, in the Kingdom of Prussia.—Dated 6th November, 1861.

2788. William Ramsell, of Deptford, in the county of Kent, Engineer, for an invention of "improvements in the construction of boats, barges, buoys, and other like structures of metal, and in machinery employed therein."—Dated 6th November, 1861.

2789. Frederick Hills Schröder, of Hampstead, in the county of Middlesex, Gentleman, for an invention of "improvements in evaporating, and in machinery employed therein."—Dated 6th November, 1861.

2792. John Walmsley, of New Accrington, in the county of Lancaster, for an invention of "improvements in looms for weaving."—Dated 7th November, 1861.

2794. Alexander William Williamson, of the University College, Gower-street, in the county of Middlesex, for an invention of "improvements in the construction of steam boilers."—Dated 7th November, 1861.

2795. John Richardson Wigham, of Capel-street, in the city of Dublin, Ireland, for an invention of "improvements in apparatus for the manufacture of gas, parts of which are also applicable for cooking purposes."—Dated 7th November, 1861.

2797. Theodore Schwartz, of the city and State of New York, United States of America, for an invention of "improvements in the construction of air engines or air motors."—Dated 7th November, 1861.

2800. William Albert Shepard, of Pall Mall, in the county of Middlesex, for an invention of "improvements in preparing and treating gutta percha and India rubber."—Dated 7th November, 1861.

2801. John Barrow, of the Dalton Chemical Works, West Gorton, near Manchester, for an invention of "improvements in the manufacture of benzole, naphtha, naphthaline, aniline, and carbolic acid."—Dated 7th November, 1861.

2802. Thomas Churchman Darby, Farmer, Little Waltham, in the county of Essex, for an invention of "improvements in the construction of horse hoes."—Dated 8th November, 1861.

2803. Benjamin Dobson, of Bolton-le-Moors, in the county of Lancaster, Machine Maker, and James Clough, of the same place, Foreman, for an invention of "certain improvements in machinery for combing, preparing, and spinning cotton, and other fibrous substances."—Dated 8th November, 1861.

2804. Henry Montucci, Ph. Dr., of 38, Rue du Sentier, Paris, in the Empire of France, for an invention of "improvements in apparatus for goffering or embossing stuffs in high relief."—Dated 8th November, 1861.

2808. John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, and of 166, Buchanan-street, in the city of Glasgow, North Britain, Gentleman, for an invention of "improvements in the treatment of carpets."—Communicated to him from abroad by Jean Armand Edmond Polonceau, of Paris, in the Empire of France.—Dated 8th November, 1861.

2811. David Cowan, of Hungerford-street, Strand, in the county of Middlesex, Manufacturer, for an invention of "improvements in the construction of pneumatic subaqueous tubes for passenger or goods traffic, and in machinery for the manufacture thereof."—Dated 9th November, 1861.

2813. George Simpson, of Glasgow, in the county of Lanark, North Britain, Mining Engineer, for an invention of "improvements in boring apparatus, such as is used for mining purposes."—Dated 9th November, 1861.

2814. Robert McNair, of Glasgow, in the county of Lanark, North Britain, Machinist, for an invention of "improvements in casings for stitching machines, and in adapting the same for writing."—Dated 9th November, 1861.

2816. Sam Hague, of Westwinsted, Litchfield County, in the State of Connecticut, America, but having a temporary residence in the town and county of the town of Nottingham, Cutler, for an invention of "improvements in the manufacture of hoes, adzes, or other similar articles."—Dated 9th November, 1861.

2817. John Fisher, of Carrington, near Nottingham, Lace Manufacturers, for an invention of "improvements in apparatus for indicating or regulating the passing of railway trains."—Dated 9th November, 1861.

2819. Richard Archibald Brooman, of 166, Fleet-street, in the city of London, Patent Agent, for an invention of "improvements in obtaining alkaline phosphates."—Communicated to him from abroad by Edouard Aubertin, of Paris, France.—Dated 9th November, 1861.

2822. William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, for an invention of "improved apparatus for manufacturing and containing gaseous liquids."—Communicated to him from abroad by Pierre Prudence Henri Couillard, of No. 45, Rue St. Sebastien, Paris, in the Empire of France.—Dated 9th November, 1861.

2823. Archibald Turner, of Leicester, Elastic Web Manufacturer, for an invention of "improvements in knitting machinery."—Dated 9th November, 1861.
2824. William Clark, of 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for an invention of "improvements in portable and other filters."—Communicated to him from abroad by Jules Pacôme, Alfred Havard, and Jean Baptiste Bourgoise, of 29, Boulevard St. Martin, Paris, Mechanics.—Dated 9th November, 1861.
2825. Francis O'Reilly, of Shaw-street, in the city of Dublin, Ireland, for an invention of "a new or improved table or apparatus for tailors to work at without sitting."—Dated 9th November, 1861.
2830. James John Shedlock, of Weirale Villas, Earl's Court, Kensington, in the county of Middlesex, for an invention of "improvements in gas meters."—Dated 11th November, 1861.
2831. George Fergusson Wilson and George Payne, both of Sherwood Works, Battersea, in the county of Surrey, for an invention of "improvements in treating fatty and oily matters."—Dated 11th November, 1861.
2835. Robert Bellis, of the city of Chester, Builder, for an invention of "an improved method of laying wood floors."—Dated 12th November, 1861.
2836. John Davidson, of Leeds, in the county of Stafford, Silk Manufacturer, for an invention of "improvements in apparatus for communicating between the passengers and the guard and engine driver of a railway train."—Dated 12th November, 1861.
2837. George Davies, of No. 1, Serle-street, Lincoln's Inn, in the county of Middlesex, and No. 28, St. Enoch-square, in the city of Glasgow, Civil Engineer and Patent Agent, for an invention of "improvements in bleaching cotton and other textile fabrics or materials, and in the apparatus employed in such process."—Communicated to him from abroad by Edouard Turpault, of Paris, Bleacher.—Dated 12th November, 1861.
2840. William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, for an invention of "improvements in self-feeding inkstands."—Communicated to him from abroad by Charles Close, of New York, in the United States of America.—Dated 12th November, 1861.
2841. William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, for an invention of "improvements in skates."—Communicated to him from abroad by Daniel Hartwell Shirley, of Boston, in the State of Massachusetts, United States of America.—Dated 12th November, 1861.
2842. William Tongue, of Chryssell-road, Brixton, in the county of Surrey, Engineer, for an invention of "improvements in the manufacture of printed yarns, and in the application of certain fibrous materials to the manufacture of certain descriptions of yarns and threads."—Dated 12th November, 1861.
2843. John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, and of 166, Buchanan-street, in the city of Glasgow, North Britain, Gentleman, for an invention of "improvements in the construction of steam or other vapour and water or other liquid tight

joints."—Communicated to him from abroad by Joseph Harrison, of Philadelphia, in the United States of America, Engineer.—Dated 12th November, 1861.

2844. Louis François Duval and Louis André Beaudet, at Paris, 33, Bard. St. Martin, Town, in the French Empire for an invention of "a new process of tanning."—Dated 12th November, 1861.

2845. Michael Henry, of 84, Fleet-street, in the city of London, Patent Agent, for an invention of "an improvement in and composition for treating iron and steel and articles manufactured thereof."—Communicated to him from abroad by Alphonse Muller de la Mothe, of 33, Boulevard Saint Martin, Paris, France.—Dated 12th November, 1861.

A LIST of the Letters Patent for Inventions which have become void by reason of the non-payment of the additional Stamp Duty of £100, before the expiration of the seventh year from the date of such Patents, pursuant to the Act of the 16th Vic., c. 5, sec. 2, for the week ending the 12th day of November, 1864.

2820. William Macnab, of Greenock, for an invention of "improvements in vessels propelled by screw or other similar propellers."—Dated 6th November, 1857.

2821. Hugh Baines, of Manchester, in the county of Lancaster, Architect, for an invention of "certain improvements in machinery or apparatus for the prevention of accidents applicable to hoisting and other lifting machines."—Dated 7th November, 1857.

2834. William Jekin Elwin, of Dartford, in the county of Kent, Tallow Chandler, for an invention of "improvements in night lights."—Dated 9th November, 1857.

2837. Thomas Rowcliffe, of Number 26, Upper Park-place, Dorset-square, Marylebone, in the county of Middlesex, Operative Engineer, for an invention of "improvements in machinery for making and pressing bricks, drain pipes and tiles, and in preparing material to be used for such like purposes."—Dated 10th November, 1857.

2840. Alexander Parkes, of Bath-row, Holloway Head, Birmingham, for an invention of "improvements in the manufacture of tubes and cylinders of copper and alloys of copper."—Dated 10th November, 1857.

2841. John Thomas Way, of Welbeck-street, Cavendish-square, in the county of Middlesex, for an invention of "improvements in obtaining light by electricity."—Dated 10th November, 1857.

2849. Edward Halliday Ashcroft, of the state of Massachusetts, of the United States of America, for an invention of "an improved mode of preventing the overheating and bursting of steam boilers."—Communicated to him by John Absterdam and William Burnett, Foreigners, residing in the aforesaid State of Massachusetts.—Dated 11th November, 1857.

2850. Albert John Davis, of 29, George-street, Hanover-square, in the county of Middlesex, Surgeon Dentist, for an invention of "a protective sandal for bathers, which may also be adapted as an auxiliary for swimmers."—Dated 11th November, 1857.

In the Matter of the Companies Act, 1862, and of the North Great Work Tin Mining Company (Limited).

NOTICE is hereby given, that a petition for the winding up of the above-named Company, by the Court of Chancery, was, on the 14th day of November, 1864, presented to the Right Honourable the Master of the Rolls, by Mark Ward Cooper, of Bridlington, in the county of York, Chemist, John Frank Lamplugh, of Bridlington Quay, in the county of York, Gentleman, and Charles Boynton, of Bridlington Quay aforesaid, Esquire, members and contributories to the said Company; and that the said petition is directed to be heard before the Master of the Rolls, on the 3rd day of December, 1864; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company, under the above Act, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same, by the undersigned, on payment of the regulated charge for the same.—Dated this 15th day of November, 1864.

Coverdale, Lee, Collyer-Bristow, and Withers, No. 4, Bedford-row, London; Agents for

Thomas Harland, of Bridlington, Solicitor for the Petitioners.

[Extract from the Dublin Gazette of November 4, 1864.]

NOTICE TO MARINERS.

FLASHING LIGHT.

Aran Island, commonly called Aranmore, County Donegal, North West Coast of Ireland.

Ballast Office, Dublin,
31st Oct., 1864.

THE Port of Dublin Corporation hereby give Notice, that a Lighthouse has been erected on Aran Island, Coast of Donegal, from which a Flashing Light will be exhibited on the evening of the 1st of February, 1865, and continued thenceforth from sunset to sunrise.

The position and characteristics of the light, as given by their Inspector of Lights, are as follows:—

The Lighthouse, which is *circular* and coloured white, is built on *Rinawros Point*, Aran Island, in latitude 55° 0' 52" N., and longitude 8° 33' 48" W., its height, from base of tower to top of dome of lantern, is 75 feet.

The light will be exhibited from a second order dioptric apparatus, at an elevation of 233 feet above high water spring tides, and will show a *flash every twenty seconds*, bright to seaward, and red in the direction of the N.W. point of Tory Island, round eastward to Tornado Point (Aran Island), or between the bearings of N.E. *b. E.* $\frac{1}{2}$ E. and E. $\frac{1}{2}$ N., and should be seen in clear weather about 19 nautical miles.

Bearings are Magnetic. Variation 27° West.

By order,

Wm. Lees, Secretary.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 16th day of November, 1864.

ISSUE DEPARTMENT.

| | £ | | £ |
|---------------------|--------------------|------------------------------|--------------------|
| Notes issued | 27,766,240 | Government Debt | 11,015,100 |
| | | Other Securities | 3,634,900 |
| | | Gold Coin and Bullion | 13,116,240 |
| | | Silver Bullion | — |
| | <u>£27,766,240</u> | | <u>£27,766,240</u> |

Dated the 17th day of November, 1864.

W. Miller, Chief Cashier.

BANKING DEPARTMENT.

| | £ | | £ |
|-----------------------------------|--------------------|----------------------------------|--------------------|
| Proprietors' Capital | 14,553,000 | Government Securities (including | |
| Rest | 3,310,036 | Dead Weight Annuity) | 10,374,542 |
| Public Deposits (including Ex- | | Other Securities | 15,305,241 |
| chequer, Savings' Banks, Com- | | Notes | 7,571,855 |
| missioners of National Debt, and | | Gold and Silver Coin | 736,115 |
| Dividend Accounts) | 5,142,368 | | |
| Other Deposits | 14,426,234 | | |
| Seven days and other Bills | 556,115 | | |
| | <u>£37,987,753</u> | | <u>£37,987,753</u> |

Dated the 17th day of November, 1864.

W. Miller, Chief Cashier.

**AN ACCOUNT of the Importations and Exportations of Bullion and Specie
registered in the Week ended 16th November, 1864.**

| Countries from which Imported. | Imported into the United Kingdom. | | | | | |
|--|-----------------------------------|-------------------|----------|---------------|----------|----------|
| | GOLD. | | | SILVER. | | |
| | Coin. | Bullion. | Total. | Coin. | Bullion. | Total. |
| | Ounces. | Ounces. | Ounces. | Ounces. | Ounces. | Ounces. |
| France | 14200 | ... | 14200 | 17920 | ... | 17920 |
| Malta | 1038 | ... | 1038 | ... | ... | ... |
| Morocco | ... | ... | ... | 9100 | ... | 9100 |
| British Possessions on Gold Coast | 387 | 2828 | 3215 | 13072 | ... | 13072 |
| St. Thomas | 6568 | 31331 | 37899 | 28644 | 247024 | 275668 |
| United States of America ... | 46465 | 2623 | 49088 | 11212 | 143440 | 154652 |
| Other Countries | 1465 | ... | 1465 | 5268 | 1600 | 6868 |
| | ... | ... | ... | ... | ... | ... |
| | ... | ... | ... | ... | ... | ... |
| | ... | ... | ... | ... | ... | ... |
| | ... | ... | ... | ... | ... | ... |
| | ... | ... | ... | ... | ... | ... |
| | ... | ... | ... | ... | ... | ... |
| Aggregate of the Importations } registered in the Week ... } | 70123 | 36782 | 106905 | 85216 | 392064 | 477280 |
| Approximate Value of the said } Importations computed at the rates specified below ... } | £ 267437 | £ 129445 | £ 396882 | £ 21440 | £ 106797 | £ 128237 |
| | £ s. d. 3 10 0 | £ s. d. 3 10 0 | | s. d. 4 11 | s. d. | |
| Rates of Valuation, per ounce | 3 17 10½ | 3 15 0 | ... | 5 0½ | 5 5½ | ... |

| Countries to which Exported. | Exported from the United Kingdom. | | | | | | | |
|--|-----------------------------------|-------------------|-------------------|---------|---------------|---------------|---------------|---------|
| | GOLD. | | | | SILVER. | | | |
| | Coin. | | Bullion. | Total. | Coin. | | Bullion. | Total. |
| | British. | Foreign. | Ounces. | Ounces. | British. | Foreign. | Ounces. | Ounces. |
| Holland | ... | ... | ... | ... | ... | 2400 | 59800 | 62200 |
| France | ... | 1350 | 328 | 1678 | ... | 5577 | 2400 | 7977 |
| Egypt | 5396 | ... | ... | 5396 | 200 | ... | ... | 200 |
| British North America | 6400 | ... | ... | 6400 | ... | ... | ... | ... |
| Brazil | 250 | ... | ... | 250 | ... | ... | 34000 | 34000 |
| | ... | ... | ... | ... | ... | ... | ... | ... |
| | ... | ... | ... | ... | ... | ... | ... | ... |
| | ... | ... | ... | ... | ... | ... | ... | ... |
| | ... | ... | ... | ... | ... | ... | ... | ... |
| | ... | ... | ... | ... | ... | ... | ... | ... |
| | ... | ... | ... | ... | ... | ... | ... | ... |
| Aggregate of the Exportations } ions registered in the Week } | 12046 | 1350 | 328 | 13724 | 200 | 7977 | 96200 | 104377 |
| Approximate Value of the said } Exportations computed at the rates specified below ... } | £ 46904 | £ 5147 | £ 1233 | £ 53284 | £ 51 | £ 2007 | £ 26204 | £ 28262 |
| | £ s. d. 3 17 10½ | £ s. d. 3 16 3 | £ s. d. 3 15 2 | ... | s. d. 5 0½ | s. d. 5 0½ | s. d. 5 5½ | ... |
| Rates of Valuation, per ounce | 3 17 10½ | 3 16 3 | 3 15 2 | ... | 5 0½ | 5 0½ | 5 5½ | ... |

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

Office of the Inspector-General of Imports and Exports,
Custom House, London, 17th November, 1864.

No. 22913.

C

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

| Received in the Week ended November 12, 1864. | WHEAT. | | | | | BARLEY. | | | | | OATS. | | | | | RYE. | | | | | BEANS. | | | | | PEAS. | | | | |
|--|-------------|-----|--------|----|----|-------------|-----|--------|----|----|-------------|-----|--------|----|----|-------------|-----|--------|----|----|-------------|-----|--------|----|----|-------------|-----|--------|----|----|
| MARKETS. | Quantities. | | Price. | | | Quantities. | | Price. | | | Quantities. | | Price. | | | Quantities. | | Price. | | | Quantities. | | Price. | | | Quantities. | | Price. | | |
| | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. |
| London | 2771 | 0 | 5678 | 14 | 0 | 1902 | 0 | 2979 | 10 | 0 | 160 | 0 | 153 | 6 | 3 | — | — | — | — | — | 194 | 0 | 340 | 19 | 6 | 24 | 0 | 48 | 5 | 0 |
| Uxbridge | 491 | 6 | 1072 | 11 | 3 | 75 | 0 | 120 | 15 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Chelmsford ... | 3211 | 3 | 6627 | 3 | 3 | 1870 | 4 | 2756 | 11 | 3 | 14 | 0 | 14 | 14 | 0 | — | — | — | — | — | 171 | 1 | 303 | 14 | 9 | 70 | 0 | 121 | 14 | 0 |
| Colchester | 1118 | 4 | 2240 | 0 | 6 | 1671 | 0 | 2574 | 6 | 0 | 76 | 0 | 80 | 17 | 6 | — | — | — | — | — | 31 | 4 | 55 | 6 | 0 | 49 | 0 | 87 | 11 | 6 |
| Romford | 723 | 0 | 1422 | 2 | 0 | 458 | 0 | 680 | 9 | 6 | 25 | 0 | 26 | 10 | 0 | — | — | — | — | — | 55 | 0 | 102 | 15 | 0 | — | — | — | — | — |
| Chipping Ongar | None | | Sold. | | | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Saffron Walden | 309 | 0 | 542 | 19 | 0 | 774 | 0 | 1152 | 8 | 6 | — | — | — | — | — | — | — | — | — | — | 20 | 4 | 36 | 5 | 0 | 9 | 0 | 15 | 11 | 0 |
| Braintree | 1070 | 7 | 1991 | 7 | 10 | 1405 | 2 | 2143 | 8 | 6 | — | — | — | — | — | — | — | — | — | — | 113 | 4 | 201 | 17 | 6 | — | — | — | — | — |
| Hertford | 101 | 7 | 193 | 18 | 6 | 294 | 7 | 449 | 17 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Royston | 329 | 3 | 615 | 13 | 0 | 2167 | 0 | 3105 | 15 | 0 | 20 | 0 | 22 | 0 | 0 | — | — | — | — | — | 16 | 0 | 32 | 0 | 0 | — | — | — | — | — |
| Bishop Stortford | 521 | 5 | 949 | 10 | 9 | 3078 | 7 | 4606 | 18 | 5 | — | — | — | — | — | — | — | — | — | — | 40 | 4 | 72 | 6 | 6 | 19 | 4 | 37 | 1 | 0 |
| St. Albans | 190 | 2 | 384 | 9 | 6 | 220 | 0 | 349 | 13 | 3 | 7 | 0 | 8 | 11 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hemel Hempstead | 47 | 4 | 98 | 13 | 0 | 32 | 0 | 50 | 16 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hitchin | 116 | 3 | 217 | 10 | 0 | 1223 | 0 | 1916 | 16 | 0 | 170 | 0 | 166 | 2 | 6 | — | — | — | — | — | — | — | — | — | — | 12 | 4 | 23 | 0 | 0 |
| Aylesbury | 63 | 0 | 115 | 10 | 0 | 98 | 0 | 155 | 6 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Buckingham | None | | Sold. | | | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| High Wycombe | 91 | 0 | 175 | 7 | 6 | 379 | 4 | 593 | 5 | 6 | 10 | 0 | 9 | 10 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Newport Pagnel | 157 | 6 | 296 | 14 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Oxford | 60 | 0 | 118 | 10 | 0 | 274 | 0 | 385 | 1 | 0 | 99 | 0 | 144 | 13 | 6 | — | — | — | — | — | 30 | 0 | 39 | 0 | 0 | — | — | — | — | — |
| Banbury | 866 | 3 | 1672 | 7 | 0 | 958 | 0 | 1388 | 0 | 0 | 149 | 0 | 171 | 4 | 4 | — | — | — | — | — | 77 | 4 | 155 | 0 | 0 | 38 | 0 | 69 | 9 | 6 |
| Henley | 89 | 0 | 185 | 19 | 0 | 326 | 6 | 555 | 15 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Witney | 214 | 0 | 405 | 12 | 0 | 395 | 4 | 550 | 1 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Chipping Norton | 75 | 0 | 137 | 16 | 3 | 428 | 0 | 592 | 6 | 0 | — | — | — | — | — | — | — | — | — | — | 12 | 0 | 24 | 6 | 0 | 6 | 0 | 9 | 5 | 0 |
| Warminster | 395 | 0 | 767 | 19 | 0 | 346 | 4 | 533 | 1 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Swindon | 388 | 0 | 730 | 5 | 0 | 176 | 0 | 256 | 8 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Devizes | 1570 | 4 | 3040 | 13 | 3 | 160 | 4 | 253 | 2 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Salisbury | 359 | 0 | 660 | 16 | 0 | 467 | 0 | 647 | 2 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Troubridge | None | | Sold. | | | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Chippenham | 196 | 4 | 371 | 0 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Windsor | 58 | 0 | 123 | 17 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Reading | 849 | 4 | 1760 | 3 | 9 | 463 | 4 | 762 | 0 | 6 | 39 | 4 | 39 | 0 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Abingdon | 148 | 0 | 299 | 4 | 6 | 269 | 0 | 419 | 17 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Maidenhead | 35 | 0 | 73 | 1 | 0 | 29 | 4 | 42 | 15 | 6 | — | — | — | — | — | — | — | — | — | — | 2 | 0 | 4 | 0 | 0 | 13 | 0 | 24 | 8 | 0 |

| Markets. | WHEAT. | | | BARLEY. | | | OATS. | | | RYE. | | | BEANS. | | | PEAS. | | |
|------------------------|----------|--------|-------|----------|--------|-------|----------|----------|-------|----------|--------|-------|----------|--------|-------|----------|--------|-------|
| | Qrs. Bs. | Price. | | Qrs. Bs. | Price. | | Qrs. Bs. | Price. | | Qrs. Bs. | Price. | | Qrs. Bs. | Price. | | Qrs. Bs. | Price. | |
| | | £ | s. d. | | £ | s. d. | | £ | s. d. | | £ | s. d. | | £ | s. d. | | £ | s. d. |
| Newbury | 455 0 | 908 | 8 6 | 813 4 | 1188 | 10 3 | — | — | — | — | — | — | 13 0 | 26 | 0 0 | — | — | — |
| Wallingford | 10 0 | 21 | 0 0 | 217 0 | 308 | 6 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Guildford | 571 0 | 1211 | 14 0 | 135 4 | 219 | 4 0 | — | — | — | — | — | — | — | — | — | 25 0 | 50 | 10 0 |
| Croydon | None | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Kingston | 42 4 | 92 | 1 3 | 44 4 | 72 | 10 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Dorking | 120 0 | 240 | 6 0 | 33 4 | 55 | 8 0 | 8 0 | 9 16 0 | — | — | — | — | — | — | — | — | — | — |
| Maidstone | 521 0 | 1042 | 14 3 | 97 0 | 151 | 18 0 | 65 0 | 64 5 0 | — | — | — | — | 38 0 | 68 | 5 0 | — | — | — |
| Canterbury | 357 2 | 710 | 15 6 | 594 4 | 969 | 19 0 | — | — | — | — | — | — | 14 0 | 25 | 14 0 | — | — | — |
| Dartford | 126 0 | 249 | 18 3 | 10 0 | 16 | 0 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Chatham & Rochester .. | 65 0 | 182 | 5 0 | 6 0 | 9 | 0 0 | — | — | — | — | — | — | — | — | — | 20 0 | 37 | 0 0 |
| Dover | 25 0 | 48 | 0 0 | — | — | — | 5 0 | 5 10 0 | — | — | — | — | — | — | — | — | — | — |
| Gravesend | None | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Ashford | None | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Clichester | 481 4 | 971 | 1 3 | 79 4 | 132 | 13 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Leves | 241 4 | 456 | 8 0 | 45 0 | 60 | 15 0 | 61 4 | 63 14 6 | — | — | — | — | 71 4 | 128 | 10 0 | 15 0 | 29 | 5 0 |
| Rye | None | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Brighton | 240 0 | 471 | 7 6 | — | — | — | 283 0 | 284 13 9 | — | — | — | — | — | — | — | — | — | — |
| East Grinstead | 49 4 | 95 | 11 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Battle | None | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Arundel | None | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hastings | None | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Midhurst | 20 0 | 38 | 15 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Shoreham | None | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Winchester | 492 0 | 957 | 14 9 | 81 0 | 111 | 1 0 | 15 0 | 15 15 0 | — | — | — | — | — | — | — | — | — | — |
| Andover | 456 0 | 878 | 18 0 | 228 0 | 300 | 7 6 | 65 0 | 64 0 0 | — | — | — | — | — | — | — | — | — | — |
| Basingstoke | 1126 0 | 2266 | 7 9 | 529 0 | 774 | 13 0 | 108 0 | 106 4 0 | — | — | — | — | 20 0 | 42 | 0 0 | — | — | — |
| Fareham | None | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Havant | 81 0 | 159 | 5 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Newport | 158 6 | 296 | 3 6 | 22 4 | 30 | 17 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Ringwood | 254 4 | 464 | 0 0 | 53 4 | 73 | 4 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Southampton | — | — | — | 80 0 | 120 | 0 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Portsmouth | None | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Christchurch | None | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Blandford | 850 0 | 1580 | 15 0 | 204 4 | 291 | 15 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Bridport | 30 0 | 55 | 10 0 | 364 0 | 517 | 19 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Dorchester | 659 0 | 1260 | 2 0 | 648 4 | 922 | 17 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Sherborne | — | — | — | 140 0 | 209 | 0 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Shaftesbury | 195 0 | 361 | 15 0 | 32 0 | 41 | 12 0 | 10 0 | 10 0 0 | — | — | — | — | — | — | — | — | — | — |

| Received in the Week ended November 12, 1864. | | WHEAT. | | | | | BARLEY. | | | | | OATS. | | | | | RYE. | | | | | BEANS. | | | | | PEAS. | | | | | |
|--|--|-------------|-----|---------|----|----|-------------|-----|--------|----|----|-------------|-----|--------|----|----|-------------|-----|--------|----|----|-------------|-----|--------|-----|----|-------------|-----|--------|----|----|---|
| MARKETS. | | Quantities. | | Price. | | | Quantities. | | Price. | | | Quantities. | | Price. | | | Quantities. | | Price. | | | Quantities. | | Price. | | | Quantities. | | Price. | | | |
| | | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | |
| Wareham..... | | 129 | 4 | 234 | 11 | 0 | 25 | 0 | 33 | 15 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Poole | | 50 | 4 | 91 | 13 | 6 | 240 | 0 | 325 | 18 | 0 | 18 | 0 | 20 | 2 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Exeter | | 205 | 3 | 417 | 14 | 2 | 695 | 0 | 1048 | 15 | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Barnstaple | | 6 | 0 | 11 | 5 | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Plymouth..... | | 19 | 6 | 37 | 10 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Totness | | 25 | 4 | 50 | 10 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Tavistock..... | | 38 | 0 | 79 | 14 | 0 | 23 | 0 | 36 | 2 | 0 | 37 | 0 | 36 | 5 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Kingsbridge..... | | 62 | 6 | 117 | 17 | 6 | 57 | 0 | 74 | 4 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Oakhampton | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Tiverton | | 115 | 0 | 226 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Honiton | | — | — | — | — | — | 12 | 4 | 18 | 15 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Truro | | 238 | 1 | 460 | 7 | 6 | 71 | 2 | 84 | 2 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Bodmin | | 107 | 3 | 204 | 10 | 0 | 55 | 4 | 70 | 2 | 2 | 42 | 0 | 39 | 7 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Launceston | | 167 | 4 | 321 | 6 | 3 | 19 | 0 | 26 | 17 | 4 | 73 | 1 | 69 | 0 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Redruth | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Helstone | | 7 | 4 | 14 | 10 | 0 | 11 | 2 | 13 | 10 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| St. Austell | | 84 | 0 | 164 | 5 | 6 | 48 | 3 | 57 | 11 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Falmouth..... | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Callington | | — | — | — | — | — | 2 | 4 | 3 | 5 | 0 | 10 | 7 | 10 | 12 | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Liskeard | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| St. Columb | | 3 | 6 | 7 | 0 | 0 | 16 | 7 | 20 | 5 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Bristol | | 1244 | 0 | 2385 | 18 | 0 | 221 | 0 | 334 | 15 | 0 | 841 | 0 | 772 | 8 | 9 | 15 | 0 | 28 | 10 | 0 | 48 | 2 | 100 | 2 | 3 | 15 | 0 | 43 | 15 | 0 | |
| Taunton | | — | — | — | — | — | 200 | 0 | 293 | 6 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Wells | | 281 | 0 | 557 | 1 | 6 | 1020 | 0 | 1549 | 10 | 0 | — | — | — | — | — | — | — | — | — | — | — | 35 | 0 | 69 | 0 | 0 | 6 | 4 | 13 | 14 | 0 |
| Bridgewater..... | | 122 | 2 | 244 | 2 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Frome | | 100 | 0 | 196 | 10 | 3 | 18 | 0 | 25 | 13 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Chard | | 76 | 0 | 151 | 0 | 0 | 480 | 0 | 732 | 11 | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Somerton..... | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Shepton Mallett | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Wellington | | 248 | 3 | 497 | 10 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Wiveliscomb | | — | — | — | — | — | 283 | 2 | 406 | 11 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Monmouth | | 56 | 2 | 107 | 0 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Abergavenny | | 18 | 6 | 36 | 0 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Chepstow..... | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Pontipool..... | | No | | Return. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Newport | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Gloucester | | 876 | 4 | 1693 | 3 | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Cirencester | | 954 | 0 | 1852 | 3 | 7 | 1135 | 0 | 1640 | 0 | 0 | 304 | 0 | 449 | 17 | 0 | — | — | — | — | — | — | 62 | 0 | 132 | 10 | 6 | — | — | — | | |

| WHEAT | | | | BARLEY | | | | OATS | | | | RYE | | | | BEANS | | | | PEAS | | | |
|-------------------------|--------|--------|---------|-------------|------------|--------|---------|-------------|---------|--------|-------|-------------|-----|--------|-------|-------------|----------|--------|-------|-------------|---------|--------|-------|
| Quantities. | | Price. | | Quantities. | | Price. | | Quantities. | | Price. | | Quantities. | | Price. | | Quantities. | | Price. | | Quantities. | | Price. | |
| Qrs. | Bs. | £ | s. d. | Qrs. | Bs. | £ | s. d. | Qrs. | Bs. | £ | s. d. | Qrs. | Bs. | £ | s. d. | Qrs. | Bs. | £ | s. d. | Qrs. | Bs. | £ | s. d. |
| Derby | 282 0 | Sold. | 572 2 6 | 88 0 | 132 11 0 | 75 0 | 81 0 0 | 75 0 | 81 0 0 | — | — | — | — | — | — | 22 0 | 42 18 0 | — | — | — | — | — | — |
| Cheshamfield | None | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Coventry | 660 5 | 1294 | 1 6 | 327 0 | 521 1 0 | 50 0 | 57 0 0 | 50 0 | 57 0 0 | — | — | — | — | — | — | 23 2 | 43 10 0 | — | — | — | — | — | — |
| Birmingham | 2893 1 | 5778 | 8 9 | 10 0 | 12 10 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Warwick | 472 5 | 988 | 6 0 | 357 4 | 566 5 0 | 20 0 | 24 0 0 | 20 0 | 24 0 0 | — | — | — | — | — | — | 34 4 | 67 12 0 | — | — | 10 0 | 20 0 0 | — | — |
| Stratford-on-Avon | 592 0 | 1141 | 7 5 | 785 0 | 1264 19 0 | — | — | — | — | — | — | — | — | — | — | 7 4 | 15 0 0 | — | — | 97 4 | 169 0 0 | — | — |
| Leicester | 585 0 | 1165 | 0 6 | 421 0 | 641 12 0 | — | — | — | — | — | — | — | — | — | — | 148 0 | 294 5 0 | — | — | — | — | — | — |
| Loughborough | 97 0 | 195 | 16 0 | — | — | — | — | — | — | — | — | — | — | — | — | 10 0 | 20 10 0 | — | — | 20 0 | 36 0 0 | — | — |
| Huckley | 79 0 | 156 | 15 0 | 78 0 | 123 7 0 | 20 0 | 25 10 0 | 20 0 | 25 10 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Lutterworth | — | — | — | 34 0 | 54 3 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Northampton | 1915 0 | 3638 | 13 0 | 2050 0 | 302 14 0 | 40 0 | 46 7 0 | 40 0 | 46 7 0 | — | — | — | — | — | — | 104 0 | 198 6 6 | — | — | 44 0 | 79 16 0 | — | — |
| Peterborough | 4012 0 | 7484 | 4 10 | 806 0 | 1153 16 0 | 519 0 | 464 8 9 | 519 0 | 464 8 9 | — | — | — | — | — | — | 198 0 | 366 8 0 | — | — | 42 0 | 70 6 6 | — | — |
| Daventry | None | Sold. | — | 345 4 | 504 15 3 | 60 0 | 62 0 0 | 60 0 | 62 0 0 | — | — | — | — | — | — | 15 0 | 30 0 0 | — | — | 52 0 | 98 16 0 | — | — |
| Wallingborough | 353 0 | 675 | 12 6 | 154 0 | 219 4 0 | — | — | — | — | — | — | — | — | — | — | 67 0 | 129 8 0 | — | — | — | — | — | — |
| Kettering | 166 0 | 316 | 10 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Oakham | None | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Bedford | 676 2 | 1272 | 0 9 | 1342 0 | 2062 14 0 | 9 0 | 10 2 6 | 9 0 | 10 2 6 | — | — | — | — | — | — | 30 5 | 61 5 0 | — | — | — | — | — | — |
| Leighton Buzzard | 188 1 | 360 | 7 0 | 100 0 | 154 10 0 | 5 0 | 5 0 0 | 5 0 | 5 0 0 | — | — | — | — | — | — | 12 4 | 20 10 0 | — | — | — | — | — | — |
| Luton | 170 5 | 339 | 10 6 | 247 0 | 366 12 0 | 18 0 | 19 10 6 | 18 0 | 19 10 6 | — | — | — | — | — | — | 110 0 | 208 5 0 | — | — | 14 0 | 23 12 0 | — | — |
| Huntingdon | 133 0 | 243 | 18 0 | 467 3 | 680 17 0 | 40 0 | 36 13 4 | 40 0 | 36 13 4 | — | — | — | — | — | — | 9 0 | 16 4 0 | — | — | 1 0 | 1 15 0 | — | — |
| St. Ives | 1207 0 | 2166 | 7 9 | 50 0 | 75 5 0 | 98 0 | 89 6 8 | 98 0 | 89 6 8 | — | — | — | — | — | — | 37 4 | 71 5 0 | — | — | 30 0 | 55 2 6 | — | — |
| Cambridge | 919 1 | 1668 | 17 3 | 1970 2 | 2824 4 9 | 30 0 | 27 10 0 | 30 0 | 27 10 0 | — | — | — | — | — | — | 158 4 | 291 16 0 | — | — | 10 0 | 16 0 0 | — | — |
| Ely | 1716 4 | 3087 | 2 6 | 90 0 | 125 5 0 | 757 4 | 721 7 1 | 757 4 | 721 7 1 | — | — | — | — | — | — | — | — | — | — | 34 4 | 57 13 6 | — | — |
| Wisbeach | 3116 1 | 5955 | 17 3 | 125 0 | 165 17 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Newmarket | 6 0 | 11 | 2 0 | 242 6 | 392 8 3 | 10 0 | 10 0 0 | 10 0 | 10 0 0 | — | — | — | — | — | — | — | — | — | — | 22 4 | 40 17 6 | — | — |
| Ipswich | 798 6 | 1527 | 16 1 | 2743 5 | 4093 12 11 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Woodbridge | 431 6 | 845 | 9 11 | 1842 6 | 2692 11 3 | — | — | — | — | — | — | — | — | — | — | 5 4 | 11 0 0 | — | — | — | — | — | — |
| Sudbury | 563 1 | 1038 | 7 7 | 1161 7 | 1672 12 0 | 43 4 | 48 13 0 | 43 4 | 48 13 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hadleigh | 469 6 | 904 | 19 0 | 1010 2 | 1501 3 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Stowmarket | 364 1 | 673 | 4 4 | 586 0 | 874 17 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Bury St. Edmunds | 1177 1 | 2195 | 8 8 | 3384 4 | 5436 8 1 | 25 0 | 34 0 0 | 25 0 | 34 0 0 | — | — | — | — | — | — | 12 4 | 20 18 9 | — | — | 10 0 | 18 0 0 | — | — |
| Beeles | 186 0 | 341 | 17 0 | 772 0 | 1090 9 0 | — | — | — | — | — | — | — | — | — | — | 50 0 | 102 10 0 | — | — | 18 4 | 32 11 0 | — | — |
| Bungay | 168 3 | 315 | 17 4 | 1645 7 | 2421 11 6 | — | — | — | — | — | — | — | — | — | — | 6 4 | 12 12 0 | — | — | — | — | — | — |
| Lowestoft | — | — | — | 45 0 | 72 0 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Norwich | 1393 6 | 2663 | 2 0 | 7329 1 | 11076 8 3 | 8 0 | 8 16 0 | 8 0 | 8 16 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Yarmouth | 252 4 | 475 | 9 6 | 2452 7 | 3530 9 10 | 9 6 | 11 2 9 | 9 6 | 11 2 9 | — | — | — | — | — | — | 22 4 | 46 0 0 | — | — | — | — | — | — |
| Lynn | 1236 0 | 2377 | 9 9 | 4687 5 | 7035 7 9 | — | — | — | — | — | — | — | — | — | — | 2 0 | 3 14 0 | — | — | — | — | — | — |
| Thetford | None | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

Received in the Week ended
November 12, 1864.

MARKETS.

| Received in the Week ended November 12, 1864. | | WHEAT. | | | | | BARLEY. | | | | | OATS. | | | | | RYE. | | | | | BEANS. | | | | | PEAS. | | | | |
|--|------|-------------|-----|--------|----|----|-------------|-----|--------|----|----|-------------|-----|--------|----|----|-------------|-----|--------|----|----|-------------|-----|--------|----|----|-------------|-----|--------|----|----|
| MARKETS. | | Quantities. | | Price. | | | Quantities. | | Price. | | | Quantities. | | Price. | | | Quantities. | | Price. | | | Quantities. | | Price. | | | Quantities. | | Price. | | |
| | | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. |
| Watton | | | | | | | 235 | 0 | 343 | 10 | 0 | | | | | | | | | | | | | | | | | | | | |
| Diss | | 263 | 0 | 480 | 2 | 0 | 492 | 4 | 700 | 1 | 6 | | | | | | | | | | | 6 | 4 | 11 | 14 | 0 | 12 | 0 | 21 | 11 | 6 |
| East Dereham | | 337 | 4 | 630 | 8 | 9 | 2234 | 5 | 3356 | 14 | 3 | | | | | | | | | | | | | | | | | | | | |
| Harleston | | 100 | 0 | 180 | 15 | 3 | 1154 | 0 | 1699 | 12 | 0 | | | | | | | | | | | | | | | 17 | 4 | 29 | 15 | 0 | |
| Holt | | 59 | 0 | 109 | 0 | 0 | 412 | 0 | 590 | 9 | 6 | | | | | | | | | | | | | | | | | | | | |
| Aylesham | | 37 | 1 | 63 | 15 | 1 | 29 | 0 | 38 | 2 | 3 | 10 | 0 | 11 | 0 | 0 | | | | | | | | | | | | | | | |
| Fakenham | | 226 | 0 | 428 | 1 | 0 | 3530 | 0 | 5521 | 12 | 9 | | | | | | | | | | | | | | | | | | | | |
| Northwalsham | | 111 | 0 | 200 | 7 | 0 | 1428 | 4 | 2078 | 13 | 0 | | | | | | | | | | | | | | | | | | | | |
| Swaffham | | | | | | | 197 | 5 | 306 | 10 | 10 | | | | | | | | | | | | | | | | | | | | |
| Lincoln | | 4025 | 0 | 7950 | 17 | 3 | 2565 | 0 | 3924 | 5 | 0 | 28 | 0 | 21 | 0 | 6 | | | | | | | 10 | 0 | 21 | 0 | 0 | | | | |
| Gainsborough | | 162 | 0 | 319 | 0 | 0 | 124 | 0 | 189 | 6 | 0 | | | | | | | | | | | | | | | | | | | | |
| Glanfordbridge | | 1673 | 4 | 3282 | 9 | 6 | 356 | 4 | 535 | 15 | 9 | | | | | | | | | | | | | | | | | | | | |
| Louth | | 729 | 0 | 1383 | 6 | 0 | 1149 | 0 | 1754 | 11 | 6 | | | | | | | | | | | | | | | | | | | | |
| Boston | | 4667 | 0 | 8870 | 16 | 3 | 190 | 0 | 262 | 15 | 0 | 334 | 0 | 326 | 10 | 6 | | | | | | | | | | | | | | | |
| Sleaford | | 327 | 0 | 643 | 7 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stamford | | 679 | 0 | 1105 | 19 | 6 | 860 | 0 | 1234 | 13 | 6 | 20 | 0 | 21 | 0 | 0 | | | | | | | | | | | | | | | |
| Spalding | | 1605 | 0 | 3080 | 12 | 6 | | | | | | 80 | 0 | 79 | 5 | 0 | | | | | | | | | | | | | | | |
| Barton-on-Humber | None | Sold. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bourne | | 269 | 0 | 498 | 8 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grantham | | 605 | 0 | 1159 | 12 | 0 | 701 | 0 | 1098 | 6 | 0 | 88 | 0 | 92 | 10 | 0 | | | | | | | | | | | | | | | |
| Grimsby | None | Sold. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hornecastle | | 328 | 0 | 636 | 1 | 3 | 1124 | 0 | 1701 | 17 | 0 | | | | | | | | | | | | | | | | | | | | |
| Market Raisen | | 162 | 0 | 316 | 2 | 0 | 190 | 0 | 292 | 15 | 0 | | | | | | | | | | | | | | | | | | | | |
| Caistor | | 30 | 0 | 57 | 0 | 0 | 100 | 0 | 150 | 15 | 0 | | | | | | | | | | | | | | | | | | | | |
| Alford | | 523 | 0 | 973 | 17 | 6 | 165 | 0 | 229 | 0 | 0 | 100 | 0 | 98 | 0 | 0 | | | | | | | | | | | | | | | |
| Holbech | | 204 | 0 | 386 | 9 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Long Sutton | | 333 | 4 | 637 | 14 | 9 | | | | | | 30 | 0 | 27 | 15 | 0 | | | | | | | | | | | | | | | |
| Nottingham | | 1652 | 0 | 3185 | 7 | 0 | 100 | 0 | 152 | 10 | 0 | | | | | | | | | | | | | | | | | | | | |
| Newark | | 1234 | 4 | 2433 | 5 | 4 | 1646 | 0 | 2645 | 3 | 6 | 10 | 0 | 11 | 10 | 0 | | | | | | | | | | | | | | | |
| Mansfield | | 140 | 0 | 287 | 8 | 6 | 54 | 4 | 80 | 12 | 0 | 9 | 0 | 8 | 13 | 3 | | | | | | | | | | | | | | | |
| Retford | | 80 | 0 | 166 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | |
| York | | 416 | 7 | 818 | 1 | 9 | 849 | 6 | 1264 | 13 | 5 | 78 | 4 | 70 | 17 | 8 | 25 | 0 | 37 | 10 | 0 | 20 | 0 | 42 | 0 | 0 | | | | | |
| Leeds | | 2815 | 6 | 5539 | 10 | 5 | 3179 | 3 | 5112 | 8 | 11 | 145 | 0 | 156 | 5 | 0 | | | | | | | | | | | | | | | |
| Wakefield | | 1732 | 2 | 3530 | 17 | 7 | 1115 | 3 | 1783 | 6 | 6 | 70 | 0 | 70 | 17 | 6 | | | | | | | | | | | | | | | |
| Bridlington | | 323 | 3 | 601 | 14 | 0 | 38 | 0 | 44 | 16 | 0 | 22 | 0 | 20 | 0 | 0 | | | | | | | | | | | | | | | |
| Beverley | | 104 | 0 | 199 | 8 | 0 | 109 | 0 | 162 | 6 | 0 | | | | | | | | | | | | | | | | | | | | |
| Howden | None | Sold. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sheffield | None | Sold. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Received in the Week ended
November 12, 1864.

| Received in the Week ended November 12, 1864. | | WHEAT. | | | | BARLEY. | | | | OATS. | | | | RYE. | | | | BEANS. | | | | PEAS. | | | | |
|--|--|-------------|-----|---------|----|-------------|------|--------|------|-------------|----|--------|-----|-------------|----|--------|------|-------------|---|--------|----|-------------|-----|--------|----|----|
| MARKETS. | | Quantities. | | Price. | | Quantities. | | Price. | | Quantities. | | Price. | | Quantities. | | Price. | | Quantities. | | Price. | | Quantities. | | Price. | | |
| | | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. |
| Hull | | 622 | 1 | 1207 | 16 | 0 | — | — | — | — | — | — | — | — | — | — | — | 15 | 0 | 27 | 15 | 0 | — | — | — | |
| Whitby | | 8 | 1 | 15 | 3 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| New Manton | | 814 | 2 | 1496 | 8 | 3 | 802 | 3 | 981 | 1 | 0 | 25 | 3 | 21 | 14 | 0 | — | — | — | — | — | — | — | — | — | |
| Barnsley | | 219 | 0 | 466 | 14 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Bedale | | — | — | — | — | — | 20 | 0 | 30 | 0 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Bradford | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Doncaster | | 630 | 5 | 1302 | 15 | 9 | 782 | 0 | 1264 | 16 | 3 | 70 | 0 | 77 | 10 | 0 | — | — | — | — | — | 46 | 2 | 90 | 6 | 3 |
| Knarborough | | 71 | 0 | 156 | 6 | 0 | 185 | 0 | 288 | 0 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Pickering | | 151 | 5 | 272 | 0 | 0 | 41 | 3 | 60 | 0 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Richmond | | 17 | 6 | 38 | 17 | 0 | 5 | 2 | 7 | 17 | 6 | 12 | 4 | 15 | 0 | 0 | — | — | — | — | — | 1 | 6 | 4 | 0 | 6 |
| Ripon | | 143 | 4 | 293 | 17 | 0 | 560 | 0 | 865 | 5 | 0 | 30 | 0 | 30 | 0 | 0 | — | — | — | — | — | — | — | — | — | |
| Selby | | 342 | 6 | 669 | 13 | 6 | 489 | 0 | 789 | 1 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Skipton | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Thirsk | | 125 | 2 | 248 | 2 | 3 | 196 | 4 | 237 | 1 | 0 | 25 | 7 | 23 | 10 | 0 | — | — | — | — | — | 8 | 3 | 15 | 15 | 0 |
| Rotherham | | 207 | 4 | 441 | 4 | 0 | 21 | 0 | 34 | 2 | 6 | — | — | — | — | — | — | — | — | — | — | 10 | 0 | 21 | 15 | 0 |
| Otley | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Thorne | | 189 | 6 | 413 | 7 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Liverpool | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Ulverstone | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Lancaster | | 6 | 4 | 14 | 15 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Preston | | 95 | 2 | 174 | 7 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Wigan | | 44 | 7 | 92 | 7 | 3 | — | — | — | — | — | 88 | 4 | 91 | 4 | 11 | — | — | — | — | — | 4 | 5 | 8 | 5 | 0 |
| Warrington | | 46 | 0 | 84 | 18 | 2 | 202 | 0 | 285 | 6 | 6 | 29 | 0 | 25 | 7 | 6 | — | — | — | — | — | — | — | — | — | |
| Manchester | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Bolton | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Blackburn | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Bury | | No | | Return. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Rochdale | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Appleby | | 8 | 4 | 18 | 10 | 0 | 8 | 2 | 12 | 6 | 0 | 26 | 0 | 28 | 4 | 6 | — | — | — | — | — | — | — | — | — | |
| Kendal | | 14 | 0 | 29 | 4 | 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Carlisle | | 191 | 1 | 403 | 11 | 1 | 10 | 4 | 15 | 1 | 6 | 162 | 7 | 149 | 7 | 0 | — | — | — | — | — | — | — | — | — | |
| Whitehaven | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Cockermouth | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Penrith | | 150 | 0 | 330 | 12 | 6 | 41 | 4 | 62 | 11 | 3 | 116 | 4 | 123 | 1 | 6 | — | — | — | — | — | — | — | — | — | |
| Egremont | | 30 | 0 | 69 | 2 | 6 | 0 | 6 | 1 | 2 | 0 | 4 | 4 | 4 | 13 | 0 | — | — | — | — | — | — | — | — | — | |
| Wigton | | 126 | 0 | 274 | 18 | 9 | 30 | 3 | 43 | 17 | 0 | 45 | 6 | 48 | 13 | 6 | — | — | — | — | — | — | — | — | — | |
| Maryport | | — | — | — | — | — | 15 | 0 | 25 | 0 | 0 | 7 | 4 | 8 | 10 | 0 | — | — | — | — | — | — | — | — | — | |
| Workington | | None | | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |

General Terminus and Glasgow Harbour and Caledonian Railway Companies.

(Amalgamation, Purchase, or Lease; Running Powers in favour of Glasgow and South Western Railway Company and Proprietors of Joint Line of Railway between Glasgow and Paisley; 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 authorize or provide for the vesting in that Company, by amalgamation, purchase, or lease, from such date, and upon such terms and conditions as have been or may be agreed upon, or as may be fixed by or under the provisions of the said Bill, of the undertaking of the General Terminus and Glasgow Harbour Railway Company, except in so far as the same has been already transferred to and vested in the Caledonian Railway Company, and of all the lands, works, property, feu-duties, rights of superiority, rolling-stock, debts, and effects, powers, rights, and privileges of the General Terminus and Glasgow Harbour 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 have been or shall be vested in or held or enjoyed by the General Terminus and Glasgow Harbour 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 General Terminus and Glasgow Harbour 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 General Terminus and Glasgow Harbour Railway Company.

And it is intended by the said Bill to authorize the Caledonian Railway Company to redeem the shares which have been issued by the General Terminus and Glasgow Harbour Railway Company, by payment of such price, or substitution of such shares or stock in the Caledonian Railway Company, as have been or may be agreed upon, or as may be provided by the said Bill; and to authorize the Caledonian Railway Company to guarantee a fixed rate or rates of dividend upon the shares in the General Terminus and Glasgow Harbour Railway Company, and to create and issue new stock or shares, with or without guarantee of dividend, and to borrow additional money on mortgage, or on bond or cash credit, and to create and issue

debenture stock in lieu of the sums so borrowed or authorized to be borrowed; as also to levy tolls, rates, and charges in respect of the use of the General Terminus and Glasgow Harbour Railway, and the conveyance of traffic thereon; and to authorize 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, or in relation thereto; and to authorize 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 empower the Glasgow and South Western Railway Company separately, and the Caledonian, and Glasgow and South Western Railway Companies jointly, or the joint committee appointed for managing the joint line of railway between Glasgow and Paisley belonging to those Companies, to run over and use with their engines and carriages, and to use with their clerks, officers, and servants, for traffic of every description, the lines of railway and other works proposed to be vested in the Caledonian Railway Company by the said Bill, and also such portions of the lines of railway formerly transferred from the General Terminus and Glasgow Harbour Railway Company to the Caledonian Railway Company as are necessary for affording access between the said joint line of railway and the lines of railway to be vested in the Caledonian Railway Company by the said Bill as aforesaid, upon such terms and conditions, and on payment of such tolls, rates, and charges as may have been or may be agreed upon; and to confirm any agreements which may have been or may be entered into between the Caledonian Railway Company and the Glasgow and South Western Railway Company in relation thereto; and so far as necessary for these purposes, to alter the tolls, rates, and charges leviable in respect of the said several lines of railway and other works.

And it is intended by the said Bill to amend some of the powers and provisions of "The Caledonian Railway Act, 1845," and "The Caledonian Railway (General Terminus Purchase) Act, 1854," and of the several other Acts relating to the Caledonian Railway Company, passed in the sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the reign of her present Majesty; and also "The Glasgow and South-Western Railway Consolidation Act, 1855," and the Acts therein recited, and the several other Acts relating to the Glasgow and South-Western Railway Company, passed in the sessions of Parliament held respectively in the nineteenth and twentieth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-

second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the reign of her present Majesty; and also to amend or wholly or partially to repeal "The General Terminus and Glasgow Harbour Railway Act, 1846," and "The General Terminus and Glasgow Harbour Railway (Branches) Act, 1847."

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 first day of November, eighteen hundred and sixty-four.

Hope and Mackay, W.S., Edinburgh.

Grahames and Wardlaw, Westminster.

Caledonian Railway.

Muirkirk and Glespin Branches.

(Extension of Douglas Branch of Caledonian Railway to Muirkirk, with Branch to Glespin Mineral field; 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 one of them, or part thereof, and all proper stations, approaches, roads of access, and other works and conveniences in connection therewith respectively (that is to say):—

First. A railway (to be called the "Muirkirk Branch"), the eastern terminus of which will join the branch of the Caledonian Railway described in "The Caledonian Railway (Branches) Act, 1860" as the "Douglas Branch," at or near the termination of that branch in the parish of Douglas and county of Lanark, on the eastern side of the turnpike-road leading from Glasgow to Carlisle; and the western terminus of which will join the Glasgow and South-Western Railway Company's Branch to Muirkirk at or near a point in the parish of Muirkirk and county of Ayr, about two furlongs and a half north-eastward from the booking-office of the Muirkirk Station on the last-mentioned branch; which proposed "Muirkirk Branch" Railway and works and conveniences connected therewith, and the lands, houses, and property which may be taken for the purposes thereof, will be, and are situate in the parish of Douglas, in the county of Lanark, and the parish of Muirkirk, in the county of Ayr. Secondly. A railway (to be called the "Glespin Branch"), commencing by a junction with the said proposed "Muirkirk Branch" at or near a point about half a furlong south-eastward from the cottage called Inches, and about three furlongs and a half north-westward from the dwelling-house of Carmacoup, in the parish of Douglas and county of Lanark, and terminating at or near a point about 13 chains south-westward from the farm-stead of Andershaw, in the same parish and county; which "Glespin Branch" Railway and works and conveniences connected therewith, and the lands, houses, and property which may be taken for the purposes thereof, will be, and are wholly situate in the parish of Douglas and 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 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 other property, and a published map with the lines of the proposed branch railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November instant, be deposited for public inspection in the offices, at Lanark and Glasgow respectively, of the principal sheriff-clerk of the county of Lanark, and in the office at Ayr of the principal sheriff-clerk of the county of Ayr; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes before specified 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 instant, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session-clerk of each of the said parishes, 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 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 said proposed branch railways and other works, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under 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 to raise money for the several purposes aforesaid, by the creation and issue of shares or stock, on such terms and conditions, 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 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, 1845," and the several other Acts relating to the Caledonian Railway Company, passed in the sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth 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 first day of November eighteen hundred and sixty-four.

Hope and Mackay, W. S., Edinburgh.

Grahames and Wardlaw, 80, Great George-street, Westminster.

Caledonian Railway.

Cleland and Mid-Calder Railway and Branches. (Construction of Railway from the Caledonian Railway Company's Line near Cleland to their Line near Mid-Calder, with Branches to the Mineral Fields and Works in that District; 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 railways, or one or more of them, or part thereof, and all proper stations, approaches, roads of access, and other works and conveniences in connection therewith respectively; that is to say:—

First. A railway (hereinafter called Railway No. 1), commencing by a junction with the

Cleland branch of that portion of the undertaking of the Caledonian Railway Company known as the Wishaw and Coltness Railway, at a point in the parish of Bothwell and county of Lanark, near to the bridge by which the turnpike-road leading from Motherwell to Newarthill is carried over the said Cleland branch, and terminating by a junction with the main line of the Caledonian Railway from Carlisle to Edinburgh, at or near a point in the parish of Kirknewton and county of Edinburgh, about fifteen chains eastward from the farm-steading of West Langton; which proposed Railway No. 1, and works 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 Bothwell, Shotts, and Cambusnethan, in the county of Lanark, the parish of Whitburn, in the county of Linlithgow, and the parishes of West-Calder, Mid-Calder, and Kirknewton, in the county of Edinburgh, or some of them.

Secondly. A branch railway (hereinafter called Railway No. 2), commencing by a junction with Railway No. 1 at or near a point in the parish of Shotts and county of Lanark, about eighteen chains westward from the farm-steading of Langbyres and about five chains south-westward from Scarhill Cottage, and terminating by a junction with the Caledonian Railway Company's Drumbowie Branch at or near a point in the same parish about twenty-three chains northward from the said farm-steading of Langbyres; which proposed Railway No. 2 and works 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 Shotts, and county of Lanark.

Thirdly. A Branch railway (hereinafter called Railway No. 3) commencing by a junction with Railway No. 1 at or near a point in the parish of Cambusnethan and county of Lanark, about three furlongs and a half north-westward from the farm-steading of Leadloch, and terminating at or near a point in the parish of Shotts and county of Lanark, about four furlongs south-eastward from the farm-steading of Benhar: which proposed Railway No. 3 and works 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 Cambusnethan and Shotts, in the county of Lanark, and the parish of Whitburn in the county of Linlithgow, or some of them.

Fourthly. A branch railway (hereinafter called Railway No. 4) commencing by a junction with Railway No. 1 at or near a point in the parish of West Calder and county of Edinburgh, about four chains north-eastward from the eastern end of the row of cottages called Bridge-end, and about four furlongs and a half westward from the farm-steading of West Handaxwood, and terminating in the lands of Muldron at or near a point in the same parish about three chains westward from the eastern march wall of the said lands of Muldron, and about two furlongs southward from the turnpike-road leading from Muldron Bridge to West Calder; which proposed Railway No. 4 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate wholly in the parish of West Calder, and county of Edinburgh.

Fifthly. A branch railway (hereinafter called Railway No. 5) commencing by a junction with Railway No. 1 at or near a point in Nether Longford Moss, in the parish of West Calder and county of Edinburgh, about three furlongs and three-quarters eastward from the farm-steading

of Blackhill, and terminating at or near a point in the same parish, about one furlong eastward from the farm-steading of Woodmuir; which branch Railway No. 5 and works 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 West Calder and county of Edinburgh.

Sixthly. A branch railway (hereinafter called Railway No. 6) commencing by a junction with Railway No. 1 at or near a point in the parish of West Calder and county of Edinburgh, about three furlongs south-westward from the farm-steading of Muirhousedykes Mains, and terminating by a junction with Railway No. 1 at or near a point in the last-mentioned parish about fifteen chains eastward from the cottage called Chapelon, and about twenty-four chains northward from the mansion-house of Hermand; which proposed Railway No. 6 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parish of West Calder, in the county of Edinburgh, and the parishes of Whitburn and Livingston in the county of Linlithgow, or some of them.

Seventhly. A branch railway (hereinafter called Railway No. 7) commencing by a junction with the main line of the Caledonian Railway from Carlisle to Edinburgh, at or near the point in the parish of Kirknewton and county of Edinburgh where the said main line is carried across the road leading from Kirknewton by Hillhouse towards Hatton House on the level thereof, and terminating on the south side of the turnpike-road leading from Mid-Calder to Edinburgh at or near a point in the same parish, about eighteen chains northward from the farm-steading of Burn House; which branch Railway No. 7 and works 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 Kirknewton and county of Edinburgh.

And notice is further given, that duplicate plans and sections, describing the lines, situation, and levels of the said proposed 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 proposed railways and works, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, 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 and Edinburgh Gazettes, will, on or before the thirtieth day of November instant, be deposited for public inspection in the offices at Hamilton, Airdrie, and Glasgow respectively of the principal sheriff-clerk of the county of Lanark; in the office at Linlithgow of the principal sheriff-clerk of the county of Linlithgow; and in the office in Edinburgh of the principal sheriff-clerk of the county of Edinburgh; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes before specified 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 instant, 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 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, watercourses, 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 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 proposed railways; to levy tolls, rates, and charges for the use of the said 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 railways and other works, and for the use of the said 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 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 it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, rights, privileges, or 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 in the sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth 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 First day of November eighteen hundred and sixty-four.

Hope and Mackay, W. S., Edinburgh.
Grahames and Wardlaw, 30, Great George-street, Westminster.

Perth General Railway Station, Scottish Central, Scottish North-Eastern, North British and Inverness and Perth Junction Railway Companies (Station Hotel, &c.).

(Powers to sell or let Lands for or to erect an Hotel and Refreshment Rooms within the limits of the General Station at Perth, and to let or carry on the Hotel, and raise and contribute funds.—Powers to the above named Railway Companies to subscribe towards the erection and maintenance of the Hotel, to apply and raise Capital, and for 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 to authorize all or some of the several objects and purposes hereinafter mentioned, and to confer all necessary powers for effecting the same (that is to say):

To authorize the Joint Committee constituted for the maintenance, management, and control of the General Railway Station at Perth, to let on lease for a term of years, or to feu, any part of the land or ground comprised within the limits of the said General Station, as defined by "The Scottish Central Railway Consolidation Act, 1859," or on any lands to be added to and comprised within any enlarged limits, as the same may be extended under any Act to be passed in the next session of Parliament, and any approaches to the lands so leased or feued, all situated in the East Church parish of Perth, in the county of Perth, to any person or persons, or Company, for the purpose of erecting on such lands an hotel, with refreshment rooms and other conveniences for the accommodation of railway travellers and other persons, and for such rent or feu duty, or other consideration, either annual or in gross, and upon such terms and conditions as to the plan and extent of the proposed building, and otherwise as may have been or may be agreed upon between or on behalf of the Joint Committee, and the person or persons and Company taking such land for the purpose of building an hotel thereon, and to make such grants of the lands so leased or feued as may be

necessary to vest the same in the person or persons or Company taking the same, and to divest the Scottish Central Railway Company and the other joint owners of the said General Station of any interest which they have or may have in such lands.

To authorize the said Joint Committee, if they think it expedient so to do, to erect and maintain on any lands within the limits of the said General Station, or on lands which they shall be empowered to acquire, an hotel with refreshment rooms and other conveniences, of such extent, and according to such plan and design, and with such conveniences and approaches as they shall think best adapted to the purposes for which it is intended.

To authorize the said Joint Committee to take any shares or other interest in the said hotel or refreshment rooms if erected by any other person or persons or company, and to guarantee to such person or persons or company, such interest, dividend, annual or other payment upon the whole or any part of the capital expended upon or employed in the said hotel and refreshment rooms, as may be agreed upon between the said Joint Committee and such person or persons or company; and to authorise the said Joint Committee to apply for any such purpose, or for the purpose of erecting an hotel and refreshment rooms and furnishing the same, any monies now or hereafter belonging to them or under their control, or which may be placed under their control for the purpose, under the powers of the said Bill,

To authorize the said Joint Committee to make calls upon the Scottish Central Railway Company, the Scottish North-Eastern Railway Company, the North British Railway Company, and the Inverness and Perth Junction Railway Company, respectively, in such proportions as may be agreed upon between the said Companies, or as may be determined by the said Joint Committee, for such sums of money, either annual or in gross, as the said Joint Committee shall think necessary for effecting the objects to be authorized by the said Bill, and, in case of non-payment thereof, to authorize the said Joint Committee to sue for and recover the same from the Company or Companies so making default, with interest thereon, from the time appointed for payment thereof, and with a sufficient penalty for such nonpayment, also to authorize the said Joint Committee, if they shall think it expedient so to do, to raise money by way of mortgage of the said hotel and refreshment rooms, and of all or any part of the revenue of the said Joint Committee arising from or in respect of the said General Station for the purpose of erecting and furnishing, or contributing to the erecting and furnishing of the said hotel and refreshment rooms, and to make provision for paying off the moneys so borrowed.

To authorize the Scottish Central Railway Company, the Scottish North-Eastern Railway Company, the North British Railway Company, and the Inverness and Perth Junction Railway Company respectively, who are severally interested in the said Joint Station, to contribute monies towards all or any of the purposes to be authorized by the said Bill, and to apply any of their existing or authorized capital or borrowed money or revenue for these purposes, and to raise additional capital for such purposes, or any of them, by the creation of shares, either ordinary or preference, and by borrowing, and by the creation of debenture stock for the same purposes, or any

of them, and to confer on the said Companies respectively additional powers for those purposes.

And it is intended to incorporate in the said Bill, and make applicable to the objects and purposes thereof, whether such objects, or any of them, be executed and carried into effect by the said Joint Committee, or by the said Railway Companies, or any one or more of them, all or some of the powers and provisions of the several Acts of Parliament following; that is to say: "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;" "The Railways Clauses Act, 1863;" and "The Railway Companies Arbitration Act, 1859;" and also all other necessary powers and provisions.

And it is intended by the said Bill, in so far as may be necessary for all or any of the purposes thereof, to alter, repeal, or amend all or some of the provisions of the local and personal Acts of Parliament following; that is to say:—the Acts relating to the Scottish Central Railway Company, namely, 22 and 23 Vic., cap. 83; 26 and 27 Vic., caps. 149 and 223; and 27 and 28 Vic., caps. 100, 214 and 292; and any other Acts therein recited and now in force in relation either to that Company or to the Dundee and Perth and Aberdeen Railway Junction Company, now amalgamated therewith; the Acts relating to the Scottish North-Eastern Railway Company, namely, 25 and 26 Vic., cap. 64; 26 and 27 Vic., cap. 231; 27 and 28 Vic., caps. 82, 83, 111, 115, and 173; and the several other Acts recited in such Acts, or any of them, and now in force in relation to that Company, or to any railway now forming part of their system of railways; the 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; 26 and 27 Vic., caps. 194, 213, and 226; and 27 and 28 Vic., caps. 84 and 100; and the several other Acts recited in such Acts, or any of them, and now in force, in relation to that Company, or to any railway now forming part of their system of railways; the Acts relating to the Inverness and Perth Junction Railway Company, namely, 24 and 25 Vic., cap. 186; and 26 and 27 Vic., caps. 58 and 61; and particularly to alter or repeal all or any of the provisions of the before-mentioned Acts, or any of them, 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 intended Act, and to make other provision in lieu of the powers and provisions so repealed, altered, or amended; and also, if need be, to alter or vary the tolls, rates, and charges authorized to be taken by or under any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights, privileges, and exemptions.

Printed copies of the said Bill or intended Act will on or before the 23rd day of December, 1864,

be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1864.

Johnstone and Russell,

Dunfermline,

Solicitors for the Bill.

Durnford and Co.,

39, Parliament-street, Westminster,

Parliamentary Agents.

In Parliament—Session 1865.

Cheshire Lines.

(Powers to Midland Railway Company to subscribe to hold Shares in and become joint Proprietors of the following Railways:—The Stockport and Woodley Junction, the Stockport Timperley and Altrincham Junction, the Cheshire Midland, the West Cheshire, the Garston and Liverpool, and the Liverpool Central Station 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 leave to bring in a Bill and pass an Act for the following, or some of the following, among other purposes:—

To enable the Midland Railway Company to subscribe to and hold shares in, and to participate to such extent and subject to such restrictions and conditions as may be defined by the Bill, in the property, and management and control, of the several undertakings of the Stockport and Woodley Junction, the Stockport Timperley and Altrincham Junction, the Cheshire Midland, the West Cheshire Railway, the Garston and Liverpool Railway, and the Liverpool Central Station Railway, and to enable the owners of such last-mentioned railways, or any of them, to enter into agreements or arrangements with the Midland Railway Company for permitting the last-mentioned Railway Company to become part owners of the above-mentioned undertakings, or any of them, and for the working or using thereof by the Midland Railway Company, or any of them, or any part or parts thereof, and to enable the Midland Railway Company to raise, for the purpose of their contribution towards the said undertakings, or any of them, or for the purpose of acquiring an interest therein, or of guaranteeing interest or dividends to the shareholders thereof, or otherwise for the purposes of the Bill, additional capital, by shares and by loan, with or without any preference of dividend or interest, or other advantage over the existing capital of the Midland Railway Company.

And, so far as may be necessary for all or any of the purposes aforesaid, to alter, amend, extend, and enlarge, and if need be, to repeal the following Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; viz.:—12 and 13 Vic. cap. 81; 13 and 14 Vic. cap. 94; 14 and 15 Vic. cap. 114; 15 and 16 Vic. caps. 83 and 144; 16 and 17 Vic. caps. 52 and 145; 18 and 19 Vic. caps. 91 and 129; 21 and 22 Vic. caps. 75 and 113; 22 and 23 Vic. cap. 5; 23 and 24 Vic. cap. 15; 24 and 25 Vic. caps. 66, 86, 156, and 113; 25 and 26 Vic. caps. 91, 98, 112, and 129; and 27 and 28 Vic. caps. 77, 78, and 320; the following Acts relating to the Great Northern Railway Company; viz.:—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. 63; 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; 26 and 27 Vic. caps. 147, 191, and 203; and 27 and 28 Vic. caps. 49, 124, 202, 212, 242, and 243; the following Acts relating to the Midland Railway Company; viz.:—6 and 7 Wm. IV. cap. 107; 7 Wm. IV. and 1 Vic. cap. 23; 2 and 3 Vic. cap. 53; 4 and 5 Vic. cap. 13; 6 and 7 Wm. IV. cap. 78; 1 and 2 Vic. cap. 57; 3 and 4 Vic. cap. 130; 5 and 6 Vic. cap. 2; 9 Geo. IV. cap. 93; 4 and 5 Wm. IV. cap. 2; 2 and 3 Vic. cap. 56; 5 and 6 Vic. cap. 46; 6 and 7 Vic. cap. 54; 6 and 7 Wm. IV. cap. 14; 7 Wm. IV. 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 Wm. IV. cap. 35; 7 Wm. IV. 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. III. cap. 37; 10 and 11 Vic. cap. 191; 11 Geo. IV. and 1 Wm. IV. cap. 58; 3 and 4 Wm. IV. cap. 69; 9 and 10 Vic. caps. 243 and 311; 10 and 11 Vic. cap. 122; 6 and 7 Wm. IV. 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, and 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; 27 and 28 Vic. caps. 19, 221, 230, 231, 244, and 245; the following Acts relating to the Stockport and Woodley Junction Railway Company, viz., 23 and 24 Vic. cap. 16; 26 and 27 Vic. cap. 147; the following Acts relating to the Cheshire Midland Railway Company, viz., 23 and 24 Vic. cap. 90; 24 and 25 Vic. cap. 113; and 26 and 27 Vic. cap. 147; "The Stockport Timperley and Altrincham Junction Railway Act, 1861;" the following Acts relating to the West Cheshire Railway Company, viz., 24 and 25 Vic. cap. 143; 25 and 26 Vic. cap. 190; 26 and 27 Vic. cap. 147; the following Acts relating to the Garston and Liverpool Railway, viz., 24 and 25 Vic. cap. 35; 25 and 26 Vic. cap. 124; "The Liverpool Central Station Railway Act, 1864;" and any other Act or Acts relating to those Companies, or any of them.

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 5th day of November, 1864.

Cambrian Railways—(Steam Boats).

(Power to Company to Build, &c., Steam Boats; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to confer upon the Cambrian Railways Company, in the most full and ample manner, powers to build, purchase, hire, work, use, and let steam and other vessels of every or any description, and to carry passengers, animals, minerals, and goods therein, from and to Aberdovey, in the county of Merioneth, and from

and to Wexford and Waterford, or either of those places, in Ireland, and to take and levy tolls, rates, duties, and charges, and to have and exercise all or any other powers in reference to such steam or other vessels which any railway Company now has or ever has had exercised or enjoyed.

And it is proposed by the intended Act to authorise the Cambrian Railways Company to raise further capital by the creation of ordinary preference or guaranteed shares or stock, and by mortgage or otherwise, and to amend certain of the provisions of the Acts relating to the Cambrian Railways Company, that is to say, Acts (local) 27 and 28 Victoria, chaps. 97, 147, 161, 262, and 263, and to vary or extinguish all existing rights and privileges which would or might prevent or interfere with the objects of the Act being effected, and to confer other rights and privileges.

And notice is hereby also given, that printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated the 12th day of November, 1864.

Howell and Jones, Welshpool;

Howell and Morgan, Machynlleth; Solicitors for the Bill.

In Parliament—Session 1865.

Ipswich and Stratford Turnpike-road.

(Repeal and Amendment of Act; Alteration of Debt and Interest thereon).

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 2nd year of the reign of King William the 4th, intituled "An Act for more effectually repairing, and otherwise improving the road from Ipswich to Stratford Saint Mary, in the county of Suffolk," 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 authorised by the said Act, and the application of the tolls, and to levy other tolls, and to confirm, 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 the debt, and the reduction of such debt.

To alter the present rate of interest, and to fix the proportion of the tolls to be hereafter applied in payment of principal and interest, and to make other provision with reference thereto, and with respect to the repair and maintenance of the road.

To vary and extinguish all existing rights, interests and privileges which would interfere with any of the objects of the Bill.

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

Dated this 12th day of November, 1864.

Josselyn and Son, Ipswich, Solicitors.

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

Maryport and Carlisle Railway.

(New Branch from near the Bull Gill Station of the Maryport and Carlisle Railway Company to the Cockermouth and Workington Railway at Brigham—Enlargement of the Bull Gill Station—Provision for Station Accommodation at Brigham—Power to levy Tolls and alter the existing Tolls of the Maryport and Carlisle Railway Company and other Railway Companies—Confirmation of arrangement between the Maryport and Carlisle Railway Company and the Cockermouth and Workington Railway Company—Authority to enter into other agreements between those Companies—Running Powers and Facility Clauses affecting the Cockermouth and Workington Railway Company and other neighbouring Railway Companies—Power to raise additional Moneys—Amendment of Acts.)

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 effect the following objects, some or one of them, to wit:—

1. To enable the Maryport and Carlisle Railway Company (hereinafter called "The Company") to make and maintain a railway in the county of Cumberland, with all proper works and conveniences connected therewith, commencing in the township of Crosby, in the parish of Cross Canonby, by a junction with the main line of the Maryport and Carlisle Railway, at or near a point 275 yards or thereabouts west of the Passenger Booking Office, at the Bull Gill Station of the Maryport and Carlisle Railway Company, and thence extending in, through, or into the said township and parish, the parish of Gilerux, the township of Dearham and the parish of Dearham, the townships of Dovenby, Little Broughton, Great Broughton, and Papcastle, and the parish of Bridekirk, and the township of Brigham and the parish of Brigham, and terminating by a junction with the Cockermouth and Workington Railway at or near a point 102 yards or thereabouts east of the Passenger Booking Office, at the Brigham Station of the Cockermouth and Workington Railway Company, in the said township of Brigham and parish of Brigham, and which proposed railway is intended to be called "The Derwent Branch Railway."

2. To authorise the Company to enlarge the said Bull Gill Station, and to acquire lands in the said township of Crosby and the said parish of Cross Canonby, in the said county, and situate near to that station and lying to the westward of the boundary between the said parish of Cross Canonby and the parish of Aspatria, in the said county, and in the respective occupations of Richardson Bradshaw and William Waugh, and to construct thereon such works as they see fit.

3. To enable the Company to acquire lands (for station and other accommodation works) in the said township of Brigham and parish of Brigham, in the said county, situate near to the Brigham Station of the Cockermouth and Workington Railway, and lying to the eastward of the turnpike road leading from Brigham Toll Gate to or towards Great Broughton and Little Broughton, and in the respective occupations of John Norman, William Renney, John Thompson, and John Harling, and to construct thereon such works as they see fit.

4. To authorize the Company to purchase by compulsion lands, houses, and other property, and rights, liberties, easements and privileges, in and over lands, houses, and other property, and to vary or extinguish all rights and privileges which would interfere with the proposed undertaking, and to

cross, alter, divert, or stop up, either temporarily or permanently, all such turnpike roads, highways, bridges, canals, rivers, streams, water-courses, railways and tramroads, within the several parishes and townships aforesaid, or any of them, as it may be necessary or expedient to cross, alter, divert, or stop up, for the purposes of the proposed works, or other the objects of the Act, and to deviate, in the construction of the proposed works, from the lines and levels thereof as shown on the plans and sections hereinafter mentioned, to such extent as shall be defined on the same, or as may be authorized by the Act.

5. To authorize the Company to levy tolls, rates, and duties, in respect of their existing railways, and of the proposed new railway, and other works and conveniences, and to alter, if need be, for the purposes of the Act, the tolls, rates, and duties authorized to be received and levied by the Company and by the Cockermouth and Workington Railway Company, and by the Cockermouth, Keswick, and Penrith Railway Company, and by the Whitehaven Junction Railway Company and by the Whitehaven, Cleator, and Egremont Railway Company respectively, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties, and other rights and privileges.

6. To provide for the affording, by the Cockermouth and Workington Railway Company (hereinafter referred to as the "Cockermouth Company"), of all necessary facilities for the transmission of traffic from or to that railway and points beyond, to or from the railway of the Company, and points beyond, and for establishing between those Companies a system of through booking and invoicing, and for fixing and ascertaining the remuneration to be received by the Companies respectively in respect of such traffic and the services incidental thereto, and to provide for the exercise by the Cockermouth Company of the power of running over with their own engines and carriages the intended railway for a distance of three miles from the said intended Junction with the Cockermouth and Workington Railway, near the said Brigham Station, such power to be confined to the traffic specified in the agreement hereinafter referred to, and to ascertain and fix the remuneration to be paid to the Company for such privilege, and to limit and define the amount to be paid by the Company, or by the persons using the Maryport and Carlisle Railway, for the transmission of traffic between the said intended junction at the said Brigham Station and the terminus of the Whitehaven, Cleator, and Egremont Railway, at or near Marron Foot, and between the said junction and the station at Cockermouth, jointly used or owned by the Cockermouth Company and the Cockermouth, Keswick and Penrith Railway Company, and any intermediate distance between those respective points, and to limit and define the charge to be made by the Company for the conveyance of traffic over the intended railway to or from the said Brigham Junction, and the charge to be made by the Cockermouth Company for the conveyance of traffic arising upon, or passing over the intended railway and sent from any point on the Cockermouth and Workington Railway to the said Brigham Junction, or from that junction to any point on the same railway, and to provide for the settlement of disputes between the two Companies in respect to the matters aforesaid by arbitration, and to ratify and confirm, or if need be, alter a certain agreement between the Company and the Cockermouth Company in relation to the matters aforesaid, and bearing date the 24th day of September, 1864, and any other agreement entered into or to be entered into between those Companies before the passing of the Act, and

to authorise, if need be, the two Companies to enter into other agreements.

7. And (in the event of any agreement being entered into, or any notice being given of an application to Parliament to amalgamate or lease the Cocker mouth and Workington Railway with or to any other Railway Company) to empower the Company and any other Company or person lawfully using the Maryport and Carlisle Railway to run over, work, and use with their engines and carriages, and for all purposes, the railways, offices, junctions, sidings, stations, roads, platforms, water, watering places, machinery, works and conveniences of the Cocker mouth and Workington Railway Company, and the Cocker mouth, Keswick and Penrith Railway Company, and the Whitehaven Junction Railway Company, and the Whitehaven, Cleator and Egremont Railway Company, or one of them, or some portions thereof respectively, and to compel those four last-mentioned Companies (hereinafter referred to as "the four Companies"), or one of them, to book through from all stations and places on their respective systems of railway, and to forward with due diligence passengers, goods, minerals, animals, and other traffic to and over the undertaking of the Company, and to provide that the Company shall, for the purposes of all traffic whatever, whether passengers, goods, minerals, animals, or other things, from time to time, and at all times hereafter, have the right to book and invoice through from any station or place on their railway, to any station or place on the railways of the four Companies or any of them, and that those four Companies shall, for and in respect of all traffic of the Company, at all times afford to and for the Company all needful accommodations, facilities, and conveniences at and over the railways of the four Companies, or any of them, or any part thereof, and at the stations, works and conveniences thereon, by the trains of the four Companies, or any of them, and by through booking and invoicing, through rates, and so far as reasonably may be, through waggons and carriages, and that they shall at all times and in all respects conduct, forward, and carry on and accommodate all such traffic on equal terms with, and as well as if it were their own proper traffic, and to provide for fixing by arbitration or otherwise the tolls and charges to be paid for such services, and the apportionment of the tolls and charges for traffic passing over or upon the Maryport and Carlisle Railway, and also passing over or upon the undertaking of the four Companies, or any of them, and to provide, if need be, for the appointment by the Company of proper officers and servants for performing the duties and services aforesaid, and for the use by such officers and servants of station and other accommodation on the railways of the four Companies respectively: and (if need be) clauses to carry into effect the objects of this section will be proposed for insertion in Committee in any Bill to authorize such amalgamation or lease.

8. To authorize the Company to increase their capital by the creation of new shares or stock in the Company, or by borrowing on mortgage or bond, and to authorize the Company, subject and without prejudice to the rights of existing preference shareholders, to assign to such new shares or stock such preference, priorities, privileges, or advantages, as the Company see fit; and to empower the Company to apply any moneys raised or authorized to be raised by them under or by virtue of any Act of Parliament to the purposes of the Act.

9. To incorporate with the Act all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Railways Construction Facilities Act, 1864," "The Railway Companies Powers Act, 1864," "The Railway Companies Arbitration Act, 1859," and "The Improvement of Land Act, 1864;" with such modifications and alterations as may be deemed fit.

10. 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), 18 and 19 Vic., cap. 79; 25 and 26 Vic., cap. 80; and all other Acts in those Acts referred to or relating to the Maryport and Carlisle Railway Company; 7 and 8 Vic., cap. 64; 11 and 12 Vic., caps. 80 and 91; 17 and 18 Vic., cap. 24; 21 and 22 Vic., cap. 127; 24 and 25 Vic., cap. 83; 26 and 27 Vic., cap. 16; and all other Acts in those Acts referred to or relating to the Whitehaven Junction Railway Company; 8 and 9 Vic., cap. 120; 9 and 10 Vic., cap. 342; 12 and 13 Vic., cap. 38; and 26 and 27 Vic., caps. 42, 64, and 108; and all other Acts in those Acts referred to or relating to the Cocker mouth and Workington Railway Company; 24 and 25 Vic., cap. 203; 26 and 27 Vic., cap. 108; and all other Acts in those Acts referred to or relating to the Cocker mouth, Keswick, and Penrith Railway Company; 17 and 18 Vic., cap. 64; 20 Vic., cap. 3; 24 and 25 Vic., cap. 62; 26 and 27 Vic., cap. 64; and all other Acts in those Acts referred to or relating to the Whitehaven, Cleator, and Egremont Railway Company.

11. And notice is hereby given, that on or before the 30th day of November, 1864, a published map, with the line of the proposed railway delineated thereon, and showing its general course and direction, together with plans and sections describing the lines and levels of the proposed railway and works, and the lands, houses, and property which may be taken for the 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 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 county of Cumberland, at his office at Carlisle, in the same county. And on or before the said 30th day of November, so much of the said plans, sections, and book of reference as may relate to any parish in or through which the said railway and works are intended to be made, maintained, varied, extended, or enlarged, or in which any such lands, houses, and property 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 place of abode.

12. And notice is 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 7th day of November, 1864.

Tyson and Hobson, Solicitors, Maryport.
J. Newall, Parliamentary Agent, 44, Parliament Street, London.

Hexham and Allendale Railway.

(Incorporation of Company for making Railways in Northumberland, from the Newcastle-upon-Tyne and Carlisle Railway at Hexham, to Allendale Town and Allenheads; Agreements between the Company and the North-Eastern Railway Company; Powers and Facilities over the North-Eastern Railway; Powers to the Commissioners of Greenwich Hospital and to the North-Eastern Railway Company in reference to the undertaking; Amendment of Acts.)

NOTICE is hereby given that it is intended to apply to Parliament in the next Session thereof for an Act (hereinafter referred to as "the Act"), to effect the following objects or some of them.

1. To enable a Company to be incorporated for the purpose, (hereinafter referred to as "the Company"), to make and maintain the following railways, or one of them, together with all necessary works, stations, approaches, and conveniences connected therewith respectively, (hereinafter called "the Railway") viz. :—

A railway (No. 1) in the county of Northumberland, commencing in the township of Hexham, in the parish of Hexham, by a junction with the main-line of the Newcastle-upon-Tyne and Carlisle section of the North-Eastern Railway, at a point about midway between the dwelling-houses, known respectively as "The Spital" and "Kingshaw Green," and at or near to a mile-post on the said Newcastle-upon-Tyne and Carlisle section indicating the distance from Newcastle-upon-Tyne to be 22 miles, and thence extending in, through, or into the said township and parish and the townships of Hexhamshire West Quarter, Wharmley otherwise Wharmley, Allerwash, Elrington, Langley, Deanraw and West Inside, Whitfield, Keenley, Catton and Broadside, and Allendale Town, and the parishes of Hexham, Warden, Whitfield, and Allendale, and terminating in the said township of Allendale Town, in the said parish of Allendale, at or near to the Path Foot in a certain orchard or garden, belonging to John Crozier and occupied by James Pears.

A railway (No. 2) in the said county, commencing in the said township of Allendale Town, in the said parish of Allendale, by a junction with the said railway, No. 1, at the terminus thereof in that township, and thence extending in, through, or into the said township of Allendale Town, and the townships of Park, Low Forest, and High Forest, in the said parish of Allendale, and terminating in the said township of High Forest, in the said parish of Allendale, at or near the village of Allenheads, in a piece of waste ground, known as "The Dead Heap," or "The Wood Hill," belonging to and in the occupation of Wentworth Blackett Beaumont, Esquire.

2. To authorize and regulate the proposed junction with the said section of the North-Eastern Railway; and to enable the Company to make lateral and vertical deviations from the lines and levels of the works laid down on the plans and sections thereof, to be deposited as hereinafter mentioned, to such an extent as shall be thereon defined, or as may be authorized by the Act.

3. To authorize the Company to purchase or acquire by compulsion, lands, houses, and other property and rights, liberties, easements, and privileges in and over lands, houses, and other property, and to vary or extinguish all rights and privileges which would interfere with the proposed undertaking, and to cross, alter, divert, or stop up, either temporarily or permanently, all such turn-

pike roads, highways, bridges, canals, rivers, streams, aqueducts, watercourses, pipes, sewers, railways, and tramroads within the several parishes, townships, and places aforesaid, or any of them, as it may be necessary or expedient to cross, alter, divert, or stop up for the purposes of the proposed works or other the objects of the Act.

4. To authorize the Company to levy tolls, rates, and duties in respect of the undertaking, and to alter (if need be) the tolls, rates, and duties now leviable by the North-Eastern Railway Company, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges.

5. To authorize the Company and the North-Eastern Railway Company from time to time to enter into agreements with respect to the following matters (namely) :—The construction, maintenance, and management by the North-Eastern Railway Company, jointly or separately, of the railway and the works and conveniences connected therewith; and the running over, use, and working by that Company of such railway, works, and conveniences, and the conveyance of traffic thereon; and the supply of rolling stock and of machinery, and of officers and servants for the purposes of such railway, works, and conveniences; and the running over, working, or using by the Company of the railway, stations, works, and conveniences of the North-Eastern Railway Company, or a portion thereof; and the fixing, collecting, and apportionment of the tolls, rates, charges, receipts and revenues levied, taken, or arising in respect of traffic, whether arising upon or from the railway, or upon or from the North-Eastern Railway, or both, or points beyond those railways respectively, and the appointment of joint Committees for carrying into effect any such agreement.

6. To empower the Company to run over, work, and use with their engines and carriages, and for all purposes, the railways, offices, junctions, sidings, stations, roads, platforms, water, watering places, machinery, works and conveniences of the North-Eastern Railway Company, or some portions thereof; and to authorize or require the North-Eastern Railway Company to book through from all stations and places on their system of railway, and to forward with due diligence passengers, goods, minerals, animals, and other traffic to and over the undertaking, and to afford all necessary facilities for enabling the Company to book through from all stations and places on their railway, and to forward with due diligence such traffic as aforesaid to and over the system of railway of the North-Eastern Railway Company; and to provide for fixing, by agreement or arbitration or otherwise, the tolls and charges to be paid for the accommodation and services aforesaid, and the apportionment of the tolls and charges for traffic passing over or upon the undertaking, and also passing over or upon the undertaking of the North-Eastern Railway Company; and to authorize or require the Company to perform the like services for, and to give the like facilities over their undertaking to the North-Eastern Railway Company, and to provide for the like fixing and apportionment of tolls and charges; and to provide, if need be, for the appointment by the Company, or the North-Eastern Railway Company, as the case may be, of proper officers and servants for performing such services, and for the use by such officers and servants of station and other accommodation on the respective railways of the Company, and the North-Eastern Railway Company.

7. To authorize the Commissioners of Greenwich Hospital to subscribe to and take shares in the undertaking, and (if need be) to raise money

upon the security of their corporate estates, property, and funds, and to exercise as landowners all the powers contained in the Improvement of Land Act, 1864 (27 and 28 Vict., cap. 114), "with regard to charging lands with money subscribed for the construction of railways," and such other powers of the said Act as may be deemed expedient, and to alter and extend, so far as need be, as regards those Commissioners, the powers and provisions of the said Act; and to alter and amend, if need be, the Public General Act of the 10th Geo. 4, cap. 25, relating to those Commissioners, and any other Act relating to them; and to authorize those Commissioners if need be, to appoint a director or directors of the proposed Company.

8. To empower the North-Eastern Railway Company to subscribe the whole or part of the capital required for the undertaking or any purposes connected therewith, and to guarantee the payment of dividends or interest on the money to be raised by the Company by shares or borrowing, and to raise additional moneys by shares (ordinary or with preferential or other privileges or advantages), or by borrowing, and to apply to the purposes of the Act any moneys, in their hands or under their control, and to appoint a director or directors of the proposed Company.

9. To incorporate with the Act all or some of the powers and provisions of "The Companies' Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Railways Construction Facilities Act, 1864;" "The Railway Companies' Powers Act, 1864;" "The Railway Companies Arbitration Act, 1859;" and "The Improvement of Land Act, 1864;" with such modifications and alterations as may be deemed fit.

10. 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 (Local and Personal) Acts following, relating to the North-Eastern Railway Company (that is to say):—6 William 4, cap. 81; 1 Vict., cap. 68; 4 Vict., cap. 7; 5 Vict., session 2, cap. 80; 6 Vict., cap. 8; 7 Vict., capp. 21 and 27; 7 and 8 Vict., cap. 61; 8 and 9 Vict., capp. 34, 57, 58, 84, 92, 104, and 163; 9 Vict., capp. 58, 59, 65, and 66; 9 and 10 Vict., capp. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vict., capp. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vict., capp. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vict., capp. 27, 58, and 60; 13 and 14 Vict., capp. 38 and 53; 14 Vict., cap. 39; 14 and 15 Vict., capp. 47, 84, and 85; 15 Vict., capp. 36, 37, 57, 96, and 114; 15 and 16 Vict., cap. 127; 16 and 17 Vict., capp. 109 and 136; 17 Vict., cap. 73; 17 and 18 Vict., capp. 164 and 211; 20 and 21 Vict., capp. 19, 33, and 46; 21 and 22 Vict., cap. 134; 22 and 23 Vict., capp. 10, 91, and 100; 24 and 25 Vict., capp. 135 and 141; 25 and 26 Vict., capp. 85, 120, 145, 146, and 154; 26 and 27 Vict., capp. 122, 221, and 238; and 27 and 28 Vict., capp. 20, 49, and 67, and the several Acts in such acts respectively, or any of them recited or referred to, relating to the North-Eastern Railway Company, or to any railway now belonging to or held or used by them, and all other Acts relating to the North-Eastern Railway Company.

11. And notice is hereby further given that duplicate plans and sections describing the line, situation, and levels of the intended railway and other works, and the lands in and through which the same may be 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 such lands, and a published map whereon will be defined the general course or direction of such railway, together with a copy of this notice as published in the "London Gazette," will, on or before the 30th day of November, 1864, be deposited for public inspection with the Clerk of the Peace for the County of Northumberland, at his office, in the Moothall, at Newcastle-upon-Tyne, in the said county of Northumberland. 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 may relate to any parish in or through which the said railway and works are intended to be made, maintained, varied, extended, or enlarged, 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 place or abode, 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.

12. Printed copies of the intended Bill will, on or before the 23rd day of December, 1864, be deposited in the Private Bill Office of the House of Commons.

Dated this tenth day of November, 1864.

R. B. Dees, Newcastle-upon-Tyne, } Solicitors
J. and R. Gibson, Hexham, } for the Bill.
J. Newall, 44, Parliament-street, Parliamentary Agent.

Preston Gas Company.

(Amendment and repeal of existing Act; Reconstitution of the Company with extended limits and additional powers; Power to raise further moneys; Acquisition of additional lands, &c.)

NOTICE is hereby given, that the Preston Gas Company (hereinafter called "the Company,") intend to apply to Parliament in the ensuing Session thereof for an Act (hereinafter referred to as "the Act,") to effect all or some of the following objects, that is to say:—

1. To alter, amend, extend, and (if need be) to repeal and re-enact and consolidate all or some of the provisions of "The Preston Gas Act, 1853," with such additions, alterations, and substitutions as may be necessary or expedient.

2. To incorporate with the proposed 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 Act Amendment Act, 1860;" and "The Gas Works Clauses Act, 1847," altered or modified as may be deemed fit.

3. To extend the limits within which the Company may supply Gas and otherwise exercise the powers now conferred on them, or by the Act to be conferred upon them, so as to include the townships of Broughton and Grimsargh-with-Brockholes, in the parish of Preston, and the townships of Alston-with-Hothersall and Dilworth, in the parish of Ribchester, all in the county of Lancaster.

4. To dissolve the existing Company and to re-incorporate the present proprietors therein and future subscribers to the undertaking by the same or a different name, and to confer on the Company the usual attributes of a Corporation, including the power to purchase, hold, and sell lands; and to vest in the Company all the works, property, rights, and powers of the dissolved Company, and to enable them to maintain, alter, discontinue, remove, and exercise the same.

5. To authorize the Company from time to time to make, construct, erect, and lay down, continue, maintain, improve, alter, and extend, and aban-

don, and discontinue or renew all or any buildings, retorts, gasometers, receivers, engines, plant and machinery, mains, pipes and apparatus, cuts, drains, water-courses and roads, and works and conveniences generally, and to manufacture store and supply gas, and do all such other acts in connection with and in relation to such manufacture and supply as they may think proper and convenient; and to manufacture, provide, sell, and deal in coke, coal, lime, tar, pitch, asphaltum, ammoniacal liquors, and all other products and residuums of any materials employed in or resulting from the manufacture of Gas, or which can or may be compounded or produced from the materials employed in or resulting from the manufacture of Gas, and to manufacture, sell, let, or deal in pipes, meters, fittings, and articles connected with gas-works, or the supply or use of Gas.

6. To authorize the Company to demand and receive rates, rents, and remunerations for the supply of Gas, and for providing, selling, dealing in, and letting all matters and things aforesaid, and to alter the existing rates, rents, and remunerations, or some of them, demandable by the Company, and to confer, vary, or extinguish exemptions from payment of rates and rents.

7. To define the capital of the Company, and to convert (if need be) all or any of the existing shares in the Company into capital stock.

8. To authorize the Company to raise additional moneys by the creation and issue of new shares or stock (with such preferences, privileges, or advantages, as may be thought fit), and by borrowing on debentures, or mortgage, or bond.

9. To alter the qualification of directors of the Company and their number and the quorum of a meeting of directors and of the Company, and the scale of voting at general meetings of the Company, and the qualification of proprietors on whose requisition an extraordinary meeting of the Company may be convened.

10. To authorize the Company to purchase by agreement, and hold subject to the provisions of the Act, additional lands for the purposes of their undertaking, and to sell, lease, or otherwise dispose of such lands, and of any other lands now or at any time hereafter vested in them.

11. To enable the Company and the Local Board of Health of the Borough of Preston, and any other Local Board, Corporate Body, Trustees, Commissioners, Surveyors, or other local authority within the limits of the Act, to enter into agreements with respect to the lighting of any street, bridge, place, or building within the limits of the Act, and the supplying, maintaining, and repairing of lamp pillars and posts, lamp brackets, lamps and glass, and to empower the said Local Board and such other local authorities as aforesaid, with such consent as may be provided by the Act, to pay such moneys as may be agreed to be paid to the Company out of any sums which may come to their hands or over which they may have control.

12. To make special provision for regulating the supply of Gas for public and private purposes within the Borough of Preston.

13. To make provision for requiring and regulating the consumption of Gas by meter, and the repair of meters by the owners thereof, and for obtaining possession by the Company of meters and other articles belonging to them, and for preventing the waste or fraudulent use of Gas, and the interference with, or improper use of pipes, mains, meters, fittings, and things connected with the supply of Gas, and for better enabling the Company to recover rates, rents, and remunerations, or damages due or accruing to them.

14. To confer all such other powers on the Company as may be necessary or expedient; and to vary

and extinguish any rights and privileges which would interfere with the objects and purposes of the Act, and to confer rights and privileges.

15. 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 10th day of November, 1864.

W. Ascroft, Solicitor, Preston.

J. Newall, Parliamentary Agent, 44, Parliament Street.

Maryport and Carlisle, Whitehaven Junction, Cockermouth and Workington, Whitehaven and Furness Junction, Whitehaven Cleator and Egremont, and Solway Junction Railways.

(Amalgamation, sale, transfer, or lease of one or more of the five last-named Companies, with or to the Maryport and Carlisle Railway Company; Arrangements as to capital, and amongst Shareholders; Regulations as to rights and liabilities of separate Companies; Dissolution of all or some of the Companies; Amendment or Repeal and Consolidation of their Acts; and other Purposes).

1. NOTICE is hereby given, that application will be made to Parliament in the next Session for an Act (hereinafter referred to as "the Act"), for the union and amalgamation, sale, transfer, or lease, 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 Act, of the Whitehaven Junction Railway, the Cockermouth and Workington Railway, the Whitehaven and Furness Junction Railway, the Whitehaven Cleator and Egremont Railway, and the Solway Junction Railway, or of any one or more of them, with or to the Maryport and Carlisle Railway Company, so that the respective undertakings, property, estate and effects, rights, powers and privileges, liabilities and obligations, of what nature or kind soever, of the company or companies, proprietor or proprietors of such railway or railways (and whether present or future, and whether with reference to their separate undertakings, works or property, or to the undertaking, works or property of any other company, body, or persons, in which they respectively 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 them, jointly or severally, or jointly with any other company, at the time of such union, amalgamation, sale, transfer, or lease), may (except where otherwise provided in, or by, or under the provisions of the Act), be vested in and belong to, and be exercised, enjoyed, and fulfilled by the Maryport and Carlisle Railway Company, or by the amalgamated companies as one united and consolidated company, and with or without the reservation to each or any class of proprietors in the company or companies so amalgamated, sold, transferred, or leased, of any exclusive rights or privileges, and with such remedies for recovery of rent and performance of covenants reserved and contained in any such lease as may be provided by the Act, and with such provisions for the application of the property, moneys, and funds of the respective companies parties to such union, amalgamation, sale, transfer, or lease, to the purposes of the Act as may be deemed expedient.

2. And the Act will (if need be) provide for the dissolution of all or any of the before-mentioned Companies as separate and independent companies or company, and for the incorporation of the proprietors of the companies or company so dissolved with the Maryport and Carlisle Railway Company or with that company and with some one or more of the others of the before-mentioned companies and their proprietors (as the case may be), or for the incorporation of the companies so dissolved into one united and amalgamated company, under such new or other name as may be provided by the Act, and for the appointment, resignation, and retirement of, and other arrangements with respect to directors, officers, and servants, and for altering, regulating, fixing, enlarging, and determining the capital and borrowing powers of the respective companies parties to such union, amalgamation, sale, transfer, or lease, and the rights, privileges, preferences, and priorities of the proprietors therein, and of the different classes of such proprietors, as amongst themselves, in the capital and debenture stock of the Maryport and Carlisle Railway Company, or of the companies so united and amalgamated, and for the fulfilment and discharge by the Maryport and Carlisle Railway Company, or such united and amalgamated company, of all or some of the contracts, agreements, or arrangements entered into, and liabilities incurred by such of the companies as shall be so amalgamated, sold, transferred, or leased, or any of them, jointly or severally, or otherwise howsoever and capable of taking effect, or being enforced at the period of such amalgamation, sale, transfer, or lease.

3. And the Act will also provide for the mortgage, bond, or other debts of the respective companies parties to such amalgamation, sale, transfer, or lease, and the security of their respective creditors.

4. And the Act will provide for the raising by the Maryport and Carlisle Railway Company, or by the companies so united and amalgamated, sold, transferred, or leased, if need be, or by some of them, of additional moneys by the creation of stock or shares, or by mortgages or bonds, and will provide (if need be) for such preferences, privileges, and advantages being attached to the stock and shares so created as Parliament may sanction.

5. And the Act will also contain provisions for altering, varying, or increasing the tolls, rates, and charges leviable by the before-mentioned companies, or such of them as shall be parties to such union, amalgamation, sale, transfer, or lease, in respect of their respective undertakings; and for conferring, varying, or extinguishing exemptions from the payment of such tolls, rates, and charges, and other rights and privileges; and also for the division and apportionment of the revenues, or part thereof, of the companies which shall be parties to such union, amalgamation, sale, transfer, or lease, amongst the respective classes of proprietors therein.

6. And the Act will provide for the confirmation of all or any acts, deeds, or agreements of the before-mentioned companies, or any of them, in anticipation of, or in any way relating to any such amalgamation, sale, transfer, or lease.

7. And the Act will authorize such Companies, or any of them, from time to time to make and enter into such agreements as may be necessary, or they may think proper, for effecting any such union, amalgamation, sale, transfer, or lease, and all or any of the other objects hereinbefore mentioned or referred to, and will provide for the carrying into effect of such agreements, and for

varying or extinguishing all rights and privileges which might interfere with the objects of the Act.

8. And the Act will (if need be) incorporate all or some of the powers and provisions of "The Companies' Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Railways Construction Facilities Act, 1864," "The Railway Companies Powers Act, 1864," "The Railway Companies Arbitration Act, 1859," and "The Improvement of Land Act, 1864," with such modifications and alterations as may be deemed fit.

9. And the Act will alter, amend, extend, enlarge, and (if need be) repeal and consolidate all or some of the powers and provisions of the several local and personal Acts following or some of them (that is to say):—18 and 19 Vict., cap. 79; 25 and 26 Vict., cap. 80; and all other Acts in those Acts referred to or relating to the Maryport and Carlisle Railway Company; 7 and 8 Vict., cap. 64; 11 and 12 Vict., caps. 80 and 91; 17 and 18 Vict., cap. 24; 21 and 22 Vict., cap. 127; 24 and 25 Vict., cap. 8; 26 and 27 Vict., cap. 16, and all other Acts in those Acts referred to or relating to the Whitehaven Junction Railway Company; 8 and 9 Vict., cap. 120; 9 and 10 Vict., cap. 342; 12 and 13 Vict., cap. 38; and 26 and 27 Vict., caps. 42, 64, and 108, and all other Acts in those Acts referred to or relating to the Cockermouth and Workington Railway Company; 8 and 9 Vict., cap. 100; 9 and 10 Vict., cap. 320; 11 and 12 Vict., caps. 80 and 128; 16 and 17 Vict., cap. 171; and 20 and 21 Vict., cap. 122, and all other Acts in those Acts referred to or relating to the Whitehaven and Furness Junction Railway Company; 17 and 18 Vict., cap. 64; 20 Vict., cap. 3; 24 and 25 Vict., cap. 62; and 26 and 27 Vict., cap. 64, and all other Acts in those Acts referred to or relating to the Whitehaven Cleator and Egremont Railway Company; and 27 and 28 Vict., cap. 158, and all other Acts in that Act referred to or relating to the Solway Junction Railway Company.

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

Dated this 7th day of November, 1864.

Tyson and Hobson, Solicitors, Maryport.

J. Newall, Parliamentary Agent, 44, Parliament Street, Westminster.

New Cross Turnpike Roads.

(Transfer of Charge of parts of the said Roads in the parishes of St. George-the-Martyr, Southwark, and Saint Giles, Camberwell, in the county of Surrey, from the Trustees of the New-cross Turnpike Roads to the said parishes respectively, and Abolition of Tolls thereon—Continuance of term as to the residue of the said Roads, and Levying of Tolls thereon—Amendment and Repeal of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by or on behalf of the trustees of the New-cross turnpike-roads, for leave to bring in a Bill for all or some of the following purposes, that is to say:—

1. To alter, amend, extend, or enlarge some, and to repeal others, of the powers and provisions contained in an Act of the 7th year of the reign of King George the Fourth, cap. cxxv. (local and

personal), intituled "An Act for more effectually Repairing and Improving certain Roads in the counties of Kent and Surrey, commonly called 'The New-cross Turnpike Roads,'" and in an Act of the 11th year of the reign of King George the Fourth, cap. cxiv. (local and personal), intituled "An Act to improve the Road through the town of Bromley, in the county of Kent;" and in an Act of the second year of the reign of Queen Victoria, cap. xiv. (local and personal), intituled "An Act to extend, alter, and amend the powers and provisions of an Act passed in the 7th year of the reign of His late Majesty King George the Fourth, relating to the New-cross Turnpike-roads, in the counties of Kent and Surrey;" and in an Act passed in the 5th year of the reign of Her Majesty Queen Victoria, session 2, cap. xlv. (local and personal), intituled, "An Act to alter some of the provisions of an Act passed in the 7th year of the reign of King George the Fourth, relating to the New-cross Turnpike-roads, in the counties of Kent and Surrey;" and also some of the powers or provisions of the General Turnpike Acts, 3rd George IV., cap. cxxvi, 4 George IV, cap. xcv., and 5 George IV, cap. lxxix.; and of the Act of the 18 and 19 Victoria, cap. cxx., for the better local management of the metropolis; and of the Highway Acts, and of the Annual Turnpike Acts Continuance Act, 1864; and all or any other Acts of Parliament relating to or affecting the said New-cross turnpike-roads, and to substitute other powers or provisions.

2. To provide that so much of the said roads as is situate in the parish of St. George-the-Martyr, Southwark, in the county of Surrey (that is to say), so much of the said roads as lies between the Stones-end, in [Kent-street,] in the same parish, and the boundary of the same parish, and the parish of St. Giles, Camberwell, on the said roads, shall, on and after the day to be fixed by the Bill, cease to be maintained, repaired, and watered by the said trustees, and shall be a common highway, and as such, shall be maintained, repaired, and watered by the vestry of the same parish, and to provide for the removal of the toll-gates, bars, and toll-houses on the portion of the said roads within the same parish, and the cesser of tolls thereon,

3. To provide that so much of the said roads as is situate in the parish of Saint Giles, Camberwell, in the county of Surrey (that is to say), so much of the said roads as lies between the boundary of the said parish of Saint George-the-Martyr, Southwark, and Saint Giles, Camberwell, on the said roads, and the boundary of the said parish of Saint Giles, Camberwell, and the parish of Saint Paul, Deptford, on the said roads, shall, on or after the day to be fixed by the Bill, cease to be maintained, repaired, or watered by the said trustees, and shall be a common highway, and as such shall be maintained, repaired, and watered by the vestry of the said parish of Saint Giles, Camberwell, and to provide for the removal of the toll-gates, bars, and toll-houses on the portion of the said roads within the same parish, and the cesser of tolls thereon.

4. To continue the term as to the residue of the New-cross turnpike-roads, in the counties of Surrey and Kent, and to confer all proper and necessary powers, and to make all necessary and proper provisions for the maintenance, repair, and watering by the said trustees of the residue of the said roads, and for dividing the said roads into districts, and to continue, alter, vary, or extinguish the tolls, rates, or assessments to be taken, levied, and made on the said roads under the before-mentioned Acts, and the exemptions from such tolls, rates, or assessments, and certain rights and privileges relating thereto, and to confer powers for levying tolls, rates, and assessments for the use of such last-men-

tioned roads, and to confer exemptions from such tolls, rates, or assessments, and to confer other rights and privileges.

Printed copies of the Bill, for the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1864.

Dated this tenth day of November, 1864.

Charles Augustin Smith, Solicitor, Crooms-Hill, Greenwich, Kent.

Greenwich and Woolwich Turnpike Lower-road.

(Continuation of Term—Repeal or Amendment of Act—Levying, Collecting, Increasing, and Varying of Tolls, Rates, or Duties—Liquidation of Mortgage, and other Debts).

NOTICE is hereby given, that application is intended to be made to Parliament by or on behalf of the trustees of the Greenwich and Woolwich Turnpike Lower-road, 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 alter, amend, vary, continue, and enlarge all or some of the powers, and provisions of an Act of Parliament, passed in the fifth year of the reign of King George the Fourth, cap. 56 (Local), intituled "An Act for repairing the Lower Road from Greenwich to Woolwich, in the county of Kent," 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 extend the term granted by the said Act for the exercise of the powers therein specified, and to make further provisions with reference to the said road.

2. To alter, amend, and vary the following Acts, that is to say, the General Turnpike Acts, 3rd George IV., cap. 126, 4th George IV, cap. 95, and 5th George IV., cap. 69, the 18th and 19th Victoria, cap. 120, for the better Local Management of the Metropolis, the Highway Acts, and the Annual Turnpike Acts Continuance Act, 1864.

3. To continue the term for the management of the said road, to levy and collect tolls, rates, or duties upon the said road, to alter, increase, 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 road, to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, to alter and regulate the application and expenditure of the moneys arising from such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

4. To make provision for the payment of the interest and principal upon the mortgage debts due and owing upon the credit of the tolls, rates, and duties collected on the said road, and for fixing the rate of interest to be hereafter paid in respect of such debts, or the proportion of tolls, rates, or duties to be applied in payment of interest and principal, and for making other arrangements with respect to the existing mortgage, debts, and interest thereon, and with respect to the liquidation of other charges and liabilities upon the said road; and also for fixing the sums to be paid by the several parishes of Greenwich, Charlton, and Woolwich, through which the said road runs, out of the highway or district rates of such parishes respectively, or otherwise, towards the income applicable to the purposes of the said road.

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

Dated this tenth day of November, 1864.

Smith, Tucker, and Smith, Solicitors, Crooms-Hill, Greenwich, Kent.

Hanley Gas Consumers' Company (Limited).

Incorporation of Company; Repeal or Alteration of Memorandum or Articles of Association; Powers to erect Gasworks in the borough of Hanley, and to Supply Gas to the borough of Hanley and parish of Norton-in-the-Moors and township of Bucknall, in the parish of Stoke-upon-Trent, all in the county of Stafford; and to acquire and exercise Patent Rights, Incorporation of General Acts, Provision for dissolution of Company.)

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

1. To incorporate the Hanley Gas Consumers' Company (Limited);
2. To repeal, annul, or alter their Memorandum of Association or Articles of Association;
3. To regulate the capital of the Company;
4. To authorise them to erect and maintain gasworks within the limits following (that is to say): A piece of land situate in the borough of Hanley, in the county of Stafford, bounded on the east side by the towing path of, and belonging to, the Trent and Mersey Navigation of the North Staffordshire Railway Company; on the south side by a railway siding leading from the North Staffordshire Railway Company's Pottery Line through the Cliff Vale Ironworks, belonging to Messrs. Baker, and occupied by Messrs. Bull, and terminating at or near the said towing path; and on the west and north sides by other portions of the close of land (of which the said piece of land is part) belonging to James Edwards, Esq., and occupied by Mr. Ephraim Wooldridge;
5. To authorize them to manufacture gas and to supply gas within the borough of Hanley, the parish of Norton-in-the-Moors, and the township of Bucknall, in the parish of Stoke-upon-Trent, all in the county of Stafford;
6. To enable the Company, and the Town Council, Local Boards of Health, vestries, and other local authorities within the said borough, parishes, townships, or places respectively, to make and carry into effect contracts and agreements for the supply of gas to the public and other lights within the said several parishes, townships, and places respectively;
7. To make provision for the prevention of frauds upon the Company, and for the punishment of fraudulent offenders;
8. To authorize the Company to convert, manufacture, sell, and dispose of the residual and other products arising from the manufacture of gas;
9. To authorize them to purchase or hire gas meters and gas fittings and apparatus, and to sell and let the same;
10. To authorize them 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 borough of Hanley and the parishes of Burslem, Norton-in-the-Moors, and Stoke-upon-Trent, all in the county of Stafford;
11. To authorize them to purchase or take on lease, or otherwise acquire, but only by agreement, lands convenient for the purposes of their undertaking, and to sell or let on lease lands acquired by them, and not required for the purposes of their undertaking;

12. To authorize them to demand and take rents, rates and charges for the sale and supply of gas, and the sale, supply, and letting of gas meters, fittings, and apparatus;
13. To confer on them all powers, rights, and privileges usually conferred on gas companies, or expedient for any of the purposes of their undertaking;
14. 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, 1860," and "The Gas Works Clauses Act, 1847," or some parts thereof respectively;
15. 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;
16. To confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges;
17. To authorize the Company to acquire, hold, exercise, and dispose of patent rights with relation to the manufacture and distribution of gas and of the products arising from the manufacture thereof, and to the manufacture of gas meters, fittings, and apparatus, and to grant licences for their exercise respectively by other persons;
18. To provide for the dissolution of the Company, for any purpose, when resolved on by a special resolution, or equivalent authority of the shareholders.

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, 1864.

Matthew. F. Blakiston, Ralph Stevenson,
Hanley, Solicitors for the Bill.

Hilliard, Dale, and Stretton, 35, Parliament-street, Westminster, Parliamentary Agents.

Regent's Canal Company.

(Improvement of Limehouse Basin and New Entrance into the Thames; Wharf on the Thames; Diversion, Enlargement, and Improvement of the Limehouse Cut and Entrance into the Thames; for preserving in the meantime the present Entrance; Improvement of Streets; Stopping up Streets; New Roads; Tolls; Regulation of Capital; Further Powers; Amendment of Acts, and other matters.)

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, viz. :—

To authorize the Company of Proprietors of the Regent's Canal (hereinafter called "the Company"), to make and maintain the following new cut, improvements, and works, or some of them, that is to say :—

1. To improve the present ship basin of the Company at Limehouse and Ratcliffe, in the county of Middlesex, commonly called the Limehouse Basin, and to enlarge and widen the same along the southern side thereof, between the eastern side of the channel leading to the Ship Entrance Lock, and the eastern end of the basin; and to make and maintain a new cut or entrance

from and out of the enlarged basin, commencing at or near to the northern side of Risbie's Rope Walk, and terminating with two jetties in the River Thames at or near to Kidney Stairs in the parish of St. Anne, Limehouse; and to supply the proposed new cut or entrance, and the basin and works connected therewith, with water from the Limehouse Basin, the Regent's Canal, the Brent Reservoir, the Ruislip Reservoir, and the Grand Junction Canal respectively, and also by pumping and otherwise from the River Thames; which basin and enlargement, new cut or entrance, and works, will be situate in the parish of St. Anne, Limehouse, and the hamlet of Ratcliffe, in the parish of St. Dunstan, Stepney, otherwise Stebonheath, in the same county.

2. To make and maintain a wharf, jetty, or landing place in the River Thames, from a point fifteen feet westward of Kidney Stairs, to the eastern side of the present entrance from that river to the barge lock of the Limehouse Basin, all in the parish of St. Anne, Limehouse, and the hamlet of Ratcliffe.

3. To dredge, scour, or deepen the bed or shore of the River Thames in the parish of St. Anne, Limehouse, and the hamlet of Ratcliffe, so far as may be found expedient for the purposes of the works.

4. To widen in part, and to raise the level of, and to improve, the street or way called Narrow-street, those works commencing thirty feet westward of the present ship entrance-lock of the Limehouse Basin, and terminating at the western side of the bridge over the entrance of the Limehouse Cut; also to widen in part, to divert in part, and to raise the level of, and to improve the streets or ways called Fore-street, the Broadway, Rope Makers Fields and Nightingale-lane, within a radius of two hundred feet measured from a point in the Broadway one hundred and ten feet westward of Duke Shore's-alley; and to make two new roads as public highways, and maintainable accordingly, one from Narrow-street, where that street joins Noah's Ark-alley, to Queen-street; the other from Fore-street, at a point forty feet westward of Duke Shore's-alley, to Oak-lane, at a point three hundred and seventy feet westward of Church-lane; all which works will be in the parish of St. Anne, Limehouse, and the hamlet of Ratcliffe.

5. To stop up permanently and to appropriate and use the sites of a footway leading from Narrow-street to the River Thames, one hundred and seventy-four feet westward of Kidney Stairs; the landing place called Kidney Stairs, which landing place is on the northern bank of the River Thames; Tyte's-alley; Risbie's Rope-walk, between the northern end of Tyte's-alley and the northern end of Shoulder-of-Mutton-alley; Rigman's Rents; Linton-place; Green Dragon-alley; Garden-court; Webb's-place; Hawkins'-buildings; John's-buildings; Horseferry-road; Queen-street, from Horseferry-road to a point twenty feet westward of the present ship entrance; Mill-place; Maize-row; Oak-lane, for a length of one hundred and twenty feet westward of its junction with the proposed new road from Fore-street to Oak-lane; Northey-street, for a length of one hundred and twenty feet westward of its junction with the last-mentioned proposed new road; Willow-row, for a length of one hundred and twenty-five feet from the western end thereof; Chever's-court; Trigg's-place; Carriek's-buildings, for a length of thirty feet from the northern end thereof; Barnes's-buildings, for a length of thirty feet from the western end thereof; Nightingale-buildings; Ellex-buildings; Gates's-court; Copos-buildings;

and the Broadway; all in the parish of St. Anne, Limehouse, and the hamlet of Ratcliffe.

6. To alter the level of, cross, divert, alter, stop up, widen or narrow, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, courts, alleys, foot-paths, ways, landing stairs, streams, canals, sewers, pipes, navigations, rivers, bridges, railways, and tramroads within the parish of St. Anne, Limehouse, and the hamlet of Ratcliffe, as it may be found expedient, for the purposes of the intended works, so to interfere with.

7. To make, maintain, alter, and use all such approaches, roads, communications, tram and other ways, locks, bridges, embankments, tunnels, wharves, sidings, quays, yards, stages, gates, jetties, landing places, warehouses, sheds, cranes, dolphins, dams, sluices, culverts, drains, sewers, engines, and other works and conveniences in connection with the intended undertaking, or any part thereof, as may be found expedient for the purposes of the intended Act.

8. To purchase and take compulsorily or by agreement, and to take on lease, lands and houses for the purposes of the intended Act, and to vary and extinguish rights and privileges connected with the lands and houses so purchased or taken, and to confer, vary, and extinguish other rights and privileges.

9. To levy tolls, rates, and duties upon or in respect of the proposed works and traffic connected therewith, and to alter existing tolls, rates, and duties of the Company, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

And provision will be made by the intended Act for all or some of the following purposes; that is to say:—

10. To vary or extinguish all present rights and privileges to, or over, or connected with the Limehouse Basin, or the banks, roads, towing paths, locks, entrances, wharves, quays, shipping and landing places, piers, stages, cranes, machines, warehouses, sheds, and arches, and other works and conveniences, adjoining or near to the Limehouse Basin, or connected therewith, and to vary or extinguish all present rights and privileges in any way affecting the sole user, regulation, and enjoyment by the Company of the Limehouse Basin, and the intended cut or entrance, and other works and conveniences.

11. To authorise the Company to apply their present funds, and to raise and apply further money, for the purposes of the intended Act and works, and to raise the further money by borrowing on mortgage, debenture, or bond, and by the creation of new shares of the capital of the Company, and to attach to all or any of the new shares any preference or priority in payment of interest or dividend, or other special privileges.

12. To reduce the nominal amount of the present capital of the Company, and the shares thereof, and to authorise the conversion of the shares into stock, and in other respects to regulate the capital and debenture debt, and the application of the income of the Company.

13. For purchasing and giving to the Trustees of the River Lee (hereinafter called "the Trustees,") so much land as shall enable the Trustees to make an enlarged and improved channel and entrance into the River Thames, commencing in the Limehouse Cut of the River Lee at a point two hundred and ten feet southward of the London and Blackwall Railway, and terminating in the River Thames at a point ninety-five feet westward of the eastern side of Duke Shore's Stairs, and for taking in exchange from the Trustees land

belonging to them westward of the proposed line of the enlarged and improved channel and entrance, with a condition that the passage of the present Limehouse Cut and the lock entrance thereto from the River Thames shall be kept open until after the expiration of twelve months from the land for the proposed enlarged and improved channel and entrance being available to the Trustees for the purpose of making the channel and entrance; which channel and entrance will be all in the parish of St. Anne, Limehouse; and to authorise the Company and the Trustees to agree with respect to the execution and expense of the works and other matters.

14. After that period of twelve months to vary or extinguish the rights, powers, and privileges of the Trustees, and all persons using the navigation of the River Lee, so far as those rights, powers, and privileges relate to that part of the Limehouse Cut of the River Lee which is situate between the River Thames at Limehouse, and the point where the proposed enlarged and improved channel and entrance will intersect the Limehouse Cut and the other lands taken in exchange from the Trustees, and for extinguishing the right of the Trustees to take tolls, rates, or duties upon the part of the Cut lastly hereinbefore described, and for the relinquishment and stopping up of so much of the Limehouse Cut as lies between the points aforesaid and the towing path thereof, and for the removal and discontinuance of the user of the lock leading from the cut into the River Thames, and all which premises are situate in the parish of St. Anne, Limehouse.

15. For the substitution, as regards the jurisdiction powers and rights of the Trustees, and as regards tolls rates and duties, and in all other respects, of the proposed enlarged and improved channel and entrance for so much of the present Limehouse Cut as is to be given in exchange to the Company, and for making the same channel and entrance part of the Limehouse Cut, and for giving to the Trustees in respect of the making, maintaining, and regulating of the same, and all other matters relating thereto, all such or the like rights and powers as they originally had or now have in respect of the Limehouse Cut, as if the enlarged and improved channel and entrance were made, maintained, and regulated under the powers of the Trustees as part of the Limehouse Cut, and were comprised in the Acts relating to the Limehouse Cut.

16. To make applicable to the objects of the intended Act all or some of the provisions of "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Harbours, Docks, and Piers Clauses Act, 1847;" "The Companies Clauses Consolidation Act, 1845;" and "The Companies Clauses Act, 1863;" and of such other Act or Acts as may be expedient.

17. And it is proposed by the intended Act to repeal or amend some of the powers and provisions of the following Acts (local or local and personal) relating to the Company or their undertaking; that is to say:—52 Geo. 3, cap. 195; 53 Geo. 3, cap. 32; 56 Geo. 3, cap. 85; 59 Geo. 3, caps. 66 and 111; 1 and 2 Geo. 4, cap. 43; 7 Geo. 4, cap. 140; 5 and 6 William 4, cap. 95; 14 Vict., cap. 32; and 18 and 19 Vict., cap. 95.

18. Also of the following Acts (local or local and personal) relating to the Hertford Union Canal; that is to say:—5 Geo. 4, cap. 47; and 18 and 19 Vict., cap. 95.

19. Also of the following Acts (local or local and personal) relating to the Grand Junction Canal Company; that is to say:—33 Geo. 3,

cap. 80; 34 Geo. 3, cap. 24; 35 Geo. 3, cap. 8; 35 Geo. 3, cap. 43; 35 Geo. 3, cap. 85; 36 Geo. 3, cap. 25; 41 Geo. 3, cap. 71; 43 Geo. 3, cap. 8; 45 Geo. 3, cap. 68; 52 Geo. 3, cap. 140; and 58 Geo. 3, cap. 16.

20. Also of the following Acts relating to the River Lee Navigation; that is to say:—13 Eliz., cap. 18; 12 Geo. 2, cap. 32; 7 Geo. 3, cap. 51 (local and personal); 19 Geo. 3, cap. 58 (local); 45 Geo. 3, cap. 69 (local and personal); 13 and 14 Vict., cap. 109 (local); and 18 and 19 Vict., cap. 196 (local).

21. Also of the following Acts (local or local and personal) relating to the Conservators of the River Thames; that is to say:—14 Geo. 3, cap. 91; 17 Geo. 3, cap. 18; 50 Geo. 3, cap. 204; 52 Geo. 3, cap. 46; 54 Geo. 3, cap. 223; 5 Geo. 4, cap. 123; 8 Vict., cap. 1; 39 Geo. 3, cap. 63; 42 Geo. 3, cap. 49; 43 Geo. 3, cap. 124; 45 Geo. 3, cap. 63; 47 Geo. 3, session 2, cap. 31; 10 Geo. 4, cap. 124; 10 Geo. 4, cap. 130; 4 and 5 William 4, cap. 32; and 20 and 21 Vict., cap. 147; and to alter the application to the Company and their undertaking of the Act 27 and 28 Vict., cap. 113.

22. Also to repeal or amend some of the provisions of the Act, 22 Geo. 3, cap. 87, being the Saint Anne, Limehouse, and Hamlet of Ratcliffe Improvement Act; and also of all other Acts, Charters, and Grants, which may impede or interfere with any of the objects and purposes of the intended Act.

23. On or before the 30th day of November, 1864, duplicate plans and sections of the intended works, 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 Middlesex, at his office at Clerkenwell, in the same county; and on or before the same day, a copy of so much of the plans, sections, and book of reference as relates to the parish of St. Anne, Limehouse, together with a copy of this notice as published in the "London Gazette," and also a copy of so much of the plans, sections, and book of reference as relates to the hamlet of Ratcliffe, together with a copy of this notice as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Limehouse District Board of Works, under the Metropolis Local Management Act, 18 and 19 Vict., cap. 120 (in which District both the parish of St. Anne, Limehouse, and the hamlet of Ratcliffe are included), at his office in White Horse-street, Commercial-road East, within the District.

24. On or before the 23rd day of December, 1864, printed copies of the Bill for the intended Act, will be deposited at the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1864.

Barnes and Ellis, 7, Spring Gardens,
London, Solicitors of the Regent's Canal
Company.

In Parliament—Session 1865.

Mayfield Railway.

(Incorporation of Company; Construction of a Railway from the Ticehurst Station on the Hastings and Tunbridge Wells Branch of the South-Eastern Railway to Mayfield; Compulsory Purchase of Lands; Working Arrangements with the South-Eastern Railway Company; Running Powers; Amendment of Acts. &c.)

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

pany, and to confer upon such Company all necessary and proper powers for making and maintaining the railway and works following, or some part or parts thereof respectively, with all proper and necessary stations, approaches, works, and conveniences connected therewith (that is to say)—

A railway commencing in the parish of Ticehurst, in the county of Sussex, by a junction with the Tunbridge and Hastings branch of the South-Eastern Railway Company, at the Ticehurst Road Station, at a point about 35 yards up, from the north corner of the down platform, and terminating in the parish of Mayfield, in the said county of Sussex, in a field situate on the south side of the turnpike-road leading from Mayfield to Hadlow Down, and belonging to Mr. Samuel Hughes, and in the occupation of William Elridge, and at a point about 300 yards to the west of the Five Ashes Inn, and marked B on the deposited plan hereinafter mentioned, and which said intended railway will pass from, in, through, or into the following parishes, extra-parochial, and other places—Ticehurst, Burwash, Mayfield, and Heathfield, in the county of Sussex, or some of them.

And it is proposed by the said intended Act to take powers to stop up, alter, divert, cross, or break up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, rivers, bridges, sewers, pipes, and water-courses, within the before-mentioned parishes, extra-parochial and other places, or any of them, which it may be necessary or advisable to stop up, alter, divert cross, or break up, or otherwise interfere with, for any of the purposes of the intended Act.

And it is also intended by the said Act to enable the said Company so to be incorporated for the purposes of the said intended railway and works, to take powers to purchase, by compulsion or otherwise, lands, houses, hereditaments, and other property, rights, and privileges, and also to levy and receive tolls, rates, and charges, for the use of the said intended railway and works, and to alter, vary, or extinguish, existing tolls, rates, and duties, and to confer, vary, and extinguish, other rights and privileges.

And it is also proposed by the said intended Act to enable the Company to be incorporated as aforesaid, and the South-Eastern Railway Company, to enter into, and carry into effect, any contracts, agreements, and arrangements, on such terms and conditions, and subject to such restrictions as may be, or may have been, mutually agreed upon, by, or on behalf of the Company, with respect to the working, use, management, construction and maintenance of the said intended railway and works by the said intended Act, or any part thereof; and with respect to the payment or contribution by and between the said Company towards the costs, charges, and expenses of such working, use, management, construction, and maintenance, and to authorise such last-mentioned Company to work and use the said intended railway, or any part thereof, and to regulate and manage the traffic thereon, and to agree with the proposed Company to be incorporated for the payment of certain tolls, or sums of money, for the use of the said railway, or for the apportionment of the tolls and fares received on the intended railway, or for the payment of fixed sums in lieu thereof.

And provision will also be made in the said intended Act for requiring and authorizing the said South-Eastern Railway Company to grant all proper and reasonable facilities for the transmission upon and along their railway, or any part thereof, of all traffic which having passed over the said intended railway, or any part thereof, which may be tendered to them for transmission along the said South-

Eastern Railway, or any part thereof, for the purpose of being conveyed on or along the said intended railway or any part thereof, subject to such rules and regulations, and upon payment of such tolls, rates, and charges, as shall, in case of disagreement, be settled by arbitration or otherwise, or as may be fixed or determined in and by the said intended Act.

And it is also proposed by the said intended Act to empower the Company and other Companies and persons working or using the said intended railway, either by agreement or otherwise, to run over, work, and use with their engines and carriages, and for the purposes of their traffic of any description, the railway stations, offices, water engines, works, and conveniences of every description of the South-Eastern Railway Company upon such terms and conditions as may be defined in the said intended Act, or as may be settled (in default of agreement) by the Board of Trade or by arbitration, and further to require the South-Eastern Railway Company to afford all requisite facilities for the purposes aforesaid.

And it is proposed, so far as it may be necessary for all or any of the purposes of the intended Act, to alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, viz.:—6 Wm. 4 cap. 75; 1 Vic. cap. 93; 2 Vic. cap. 42; 2 & 3 Vic. cap. 79; 3 Vic. cap. 46; 5 & 6 Vic. cap. 3; 6 & 7 Vic. caps. 51, 52, and 62; 7 Vic. cap. 25; 7 & 8 Vic. caps. 69 and 91; 8 & 9 Vic. caps. 167, 186, 197, and 200; 9 Vic. caps. 55, 56, and 64; 9 & 10 Vic. caps. 305 and 399; 10 & 11 Vic. caps. 104 and 230; 13 & 14 Vic. cap. 31; 15 & 16 Vic. cap. 103; 16 & 17 Vic. caps. 116, 121, 130, and 166; 18 & 19 Vic. cap. 16; 20 & 21 Vic. cap. 155; 22 & 23 Vic. cap. 35; 24 Vic. cap. 12; 24 & 25 Vic. cap. 191; 25 & 26 Vic. cap. 96; 26 & 27 Vic. cap. 115; 3 & 4 Wm. 4 cap. 46; 7 Wm. 4 & 1 Vic. caps. 3, 50, and 120; 1 & 2 Vic. cap. 4; 2 & 3 Vic. cap. 19; 3 & 4 Vic. caps. 127 and 128; 5 & 6 Vic. cap. 102; 8 & 9 Vic. cap. 80; 27 & 28 Vic. caps. 98, 99, and 311, and any other Acts relating to the South-Eastern Railway Company.

And it is intended to incorporate with the said intended Act the necessary provisions of all or some of the following Acts:—"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 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 railway and works, and the lands and houses 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 houses, 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, in Lewes, in the said county, and that 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 such parish, or extra-parochial or other place, in or through which the said intended railway and works are proposed to be made, together with a copy of this Notice, published as aforesaid, will be deposited for public inspection as follows (that is to say), in the case of parishes with parish clerks of each such parish, at his residence, and in case of any extra-

parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 10th day of November, 1864.

Thomas Wells, 21, Parliament-street, Westminster, Parliamentary Agent.

In Parliament—Session 1865.

Lyme Regis and Chard Road Railway.

(Incorporation of Company; Construction of Railway from Lyme Regis to Chard Road; Compulsory Purchase of Lands, &c.)

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 hereinafter mentioned, together with all necessary and convenient 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 (that is to say):—

A railway commencing in the parish of Lyme Regis, in the county of Dorset, in a pasture field belonging to Henry Cornish Henley, Esquire, and now in the occupation of Richard Dickson, which said pasture field is situate about 150 yards north from Church-street in the said parish of Lyme Regis, and terminating in the parish of Chard, in the county of Somerset, in a field belonging to Mr. Benjamin Seager, in the occupation of George Gent, at about 30 yards from the high road between Broad Bridge on the River Axe and the Chard Road Station of the London and South-Western Railway Company, and which said railway and works will pass from, through, or into the several parishes, townships, tythings, extra-parochial and other places following, or some of them (that is to say).—Lyme Regis; Whitchurch Canonorum, Wooton Fitzpaine, and Hawkechurch, in the county of Dorset; Up-Lyme, Axminster, Thorncombe, and Beerhall Tything, in the county of Devon; and Chard, in the county of Somerset.

And it is proposed by the said intended Act to take powers to stop up, alter, 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, tythings, 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 railway and works.

And it is also proposed by the said intended Act to take powers to purchase by compulsion or otherwise any lands, houses, hereditaments, 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 such lands, houses, hereditaments and other property, or 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.

And the said intended Act 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 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 a book 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 the 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 on or before the 30th day of November instant with the Clerk of the Peace for the county of Dorset at his office at Sherborne in the said county, and with the Clerk of the Peace for the county of Devon at his office at Exeter in the said county, and also with the Clerk of the Peace for the county of Somerset at his office at Wells in the said county, and that a copy of so much of the said plans and sections and book 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 the lands, houses, and property proposed to be taken are situated, and also a copy of this Notice as published in the London Gazette, will on or before the said 30th day of November be deposited with the parish clerk of each such parish at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some adjoining parish at his place of abode.

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

Dated this 10th day of November, 1864.

Thomas Wells, 21, Parliament-street, Westminster, Parliamentary Agent.

North British and Edinburgh and Glasgow Railways.

Bridge of Forth Railways.

(Railways from the Edinburgh and Glasgow Railway, in the County of Linlithgow, to the North British Railway, in the County of Fife, with Bridge across the Firth of Forth, in substitution for portions of intervening Railways and Works at Queensferry, authorized by North British, Edinburgh, Dumfermline, and Perth Railway Act, 1863; Abandonment of parts of the Railways and Works authorized by the said Act; Widening of part of North British (late Charleston or West of Fife) Railway, and new Railway connected therewith; Repeal or Alterations of Provisions connected with Queensferry Passage; Provisions as to 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 construction and maintenance of the following railways, with all necessary and proper stations, works, and conveniences connected therewith respectively, that is to say:—

1. A Railway, hereinafter referred to as Railway No. 1, commencing by a junction with the Edinburgh and Glasgow Railway, at a point in the parish and county of Linlithgow, three hundred and thirteen yards or thereabouts, measured in the direction of Edinburgh from the mile-post near Park on such railway, indicating the distance to be fifteen miles from Edinburgh and thirty-one miles from Glasgow, and at or about a point where the Edinburgh and Glasgow Railway is crossed by a public road, passing thence from, through, or into

the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Linlithgow, Borrowstouness, Abercorn, and Carriden, in the county of Linlithgow; Torryburn, Inverkeithing, and Dunfermline, in the county of Fife; and the bed and soil of the Firth of Forth, situate in and between the said parishes of Carriden and Torryburn, and terminating by a junction with the North British (late Charleston or West of Fife) Railway, at a point in the parish of Dunfermline and county of Fife, four hundred and twenty yards or thereabouts, measuring in an easterly direction from the bridge on the road between Crossford and Limekilns, called the Coal Bridge.

2. A Railway, hereinafter referred to as Railway No. 2, commencing by a junction with Railway No. 1, at a point in the said parish of Carriden, four hundred and ten yards or thereabouts south-east by southwards of the southernmost portion of the farm buildings of Paddockhall, passing thence from, through, or into the said parishes of Carriden and Linlithgow and Abercorn, and terminating by a junction with the Edinburgh and Glasgow Railway, at a point in the parish and county of Linlithgow, one hundred and forty-three yards or thereabouts, measured in the direction of Edinburgh, from the mile-post near to Pardovan on such railway, indicating the distance to be fourteen miles from Edinburgh and thirty-two from Glasgow, all in the county of Linlithgow.

3. A Railway, hereinafter referred to as Railway No. 3, commencing by a junction with the North British (late Charleston or West of Fife) Railway, at a point 510 yards or thereby, measured in a north-easterly direction from the north-east corner of the Gallow Ridgehill farm buildings, in the parish of Dunfermline, and county of Fife, and terminating by a junction with the railway authorized by the North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863, and therein referred to as Railway No. 9, at the point in the said parish and county where the said railway is shown on the Parliamentary plan thereof, as joining the said North British (late Charleston or West of Fife) Railway, such point being 180 yards, or thereabouts, south-westward of the spot where the last-mentioned railway crosses Spittal Burn, and which said intended railway will be wholly situated in the parish of Dunfermline and county of Fife.

Also the widening and enlargement, with all necessary and proper stations, works, and conveniences connected therewith, of the North British (late Charleston or West of Fife) Railway from the point of junction therewith of Railway No. 1 to the point of junction therewith of Railway No. 3; which said intended widening and enlargement will be wholly situate in the parishes of Dunfermline and Inverkeithing, in the county of Fife.

And it is proposed by the intended Act to authorize deviations from the line and levels of the intended railways, enlargements, and works, as shown upon the plan and section thereof hereinafter referred to, within the limits usually authorized by Parliament, or to be prescribed by the said Act, and to confer powers for the compulsory purchase of lands and buildings in the several parishes, townships, and places aforesaid, or some of them, and also for the purchase of lands and buildings by agreement, and to stop up, alter, or divert, temporarily or permanently, all or any roads, streets, highways, railways, tramways, rivers, streams, reservoirs, canals, navigations, waters, water-courses, mains, pipes, bridges, tele-

graphic wires, or apparatus, erections or works of any description, which it may be necessary or convenient so to stop up, alter, or divert for the purposes of the undertaking, and to vary or extinguish all existing rights and privileges connected with any land or building to be purchased, or which would or might in any way prevent or interfere with carrying into effect any of the objects of the intended Act, and to confer other rights and privileges, and to levy 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, or charges.

And it is proposed by the intended Act to authorize the abandonment or relinquishment of the following railways or parts of railways and works authorized by "The North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863," that is to say:—Part of the railway therein described or referred to as Railway No. 8, namely, from its commencement in the bed and soil of the Firth of Forth to the point where it is crossed by a road or street called Shore Wynd or Port Street, numbered 101, in the parish of Inverkeithing, upon the plans referred to in the said Act, and the pier at the Firth of Forth, called the North Pier in the said Act, in connexion with the part of the railway to be so abandoned.

And it is proposed by the intended Act to repeal or alter all or some of the provisions of "The North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863," and "Edinburgh and Glasgow Railway (Queensferry) Act, 1863," respectively, with respect to the Queensferry Passage, and any ferry across the Firth of Forth to be established or maintained by the North British Railway Company and Edinburgh and Glasgow Railway Company, or either of them, and all or any works connected therewith.

And it is proposed by the intended Act to authorize the North British Railway Company and the Edinburgh and Glasgow Railway Company, jointly, or one of the said Companies solely, to construct the whole of the railways and works thereby authorized; or otherwise to authorize one of the said Companies to construct certain of the said railways and works, or parts thereof, and the other of the said Companies to construct the remainder of the said railways and works, or parts thereof, and to confer upon the said Companies or Company, as the case may be, all the powers and authorities granted by the said Act for making and maintaining the said railways and works, and otherwise carrying the provisions of the Act into effect, and to make such provisions as may be proper or convenient by the appointment of joint committees, or otherwise, for the exercise of all powers conferred upon the Companies jointly, and to authorize the said Companies to enter into agreements with one another with respect to the several matters aforesaid, or any of them, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to authorize the said Companies respectively to appropriate to the purposes of the intended Act, all or any part of their authorized but unexpended capital, whether represented by shares actually created or otherwise, with all requisite powers to make such capital available by surrender, forfeiture, and cancellation of shares, and issuing or reissuing of all or any part thereof in ordinary, preference, or guaranteed shares or stock, or otherwise howsoever, and to raise further sums of

money by the creation of ordinary, preference, or guaranteed shares or stock, and by mortgage, cash credit, and otherwise.

And it is proposed by the intended Act to alter, amend, or repeal certain of the provisions of the local and personal Acts following, or some of them; that is to say, Acts relating to the North British Railway Company, 14 and 15 Vict. cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act, 16 and 17 Vict. cap. 152; 18 and 19 Vict. cap. 127; 19 and 20 Vict. cap. 98; 20 and 21 Vict. caps. 91, 124, and 129; 21 and 22 Vict. cap. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 83, and 96; 23 and 24 Vict. caps. 140, 145, 159, and 195; 24 and 25 Vict. caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vict. caps. 47, 48, 149, 142, 145, 181, and 189; 26 and 27 Vict. caps. 194, 213, and 226; 27 and 28 Vict. caps. 84, 100, and 292; and all other Acts, if any, relating to the North British Railway Company. Acts relating to the Edinburgh and Glasgow Railway Company, 57 Geo. III. cap. 56; 59 Geo. III. cap. 29; 1 and 2 Geo. IV. cap. 122; 4 Geo. IV. cap. 18; 7 Geo. IV. cap. 45; 4 and 5 Vict. cap. 59; 6 and 7 Vict. cap. 55; 8 and 9 Vict. cap. 148; 9 and 10 Vict. caps. 81, 202, 263, 332, and 377; 10 and 11 Vict. caps. 83, 245, and 246; 11 and 12 Vict. caps. 116, 118, 127, and 160; 12 and 13 Vict. caps. 39 and 86; 15 Vict., cap. 109; 16 and 17 Vict. cap. 151; 18 and 19 Vict. caps. 158 and 190; 19 and 20 Vict. cap. 106; 21 and 22 Vict. cap. 64; 24 and 25 Vict. caps. 84, 195, 198, and 248; 25 and 26 Vict. caps. 135 and 138; 26 and 27 Vict. caps. 187 and 237; 27 and 28 Vict. caps. 81, 248, 271, 279, and 286; and all other Acts, if any, relating to the Edinburgh and Glasgow Railway Company. Acts relating to the trustees of the Queensferry Passage, 49 Geo. III. cap. 83; 54 Geo. III. cap. 138; 11 Geo. IV. and 1 Will. IV. cap. 115; 11 and 12 Vict. cap. 44; and all other Acts relating to such passage.

And notice is hereby further given, that a plan and section in duplicate of the intended railways, enlargements, and works, 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 and direction, will be deposited with the principal Sheriff-clerk of the county of Linlithgow, at his office at Linlithgow, and with the principal Sheriff-clerk of the county of Fife, at his offices at Cupar and Dunfermline; and that 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 schoolmaster, or, if there be no schoolmaster, with the Session-clerk of such parish, at his residence; and in the case of an extra-parochial place, with the schoolmaster, or, if there be no schoolmaster, with the Session-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 10th November, 1864.

Dalmahoy, Wood and Cowan, W.S., Edinburgh.

Johnstone and Russell, Dunfermline.

Pritt, Sherwood, Venables, and Grubbe, 7, Great George-street, Westminster.

Blackpool and Layton-with-Warbrick Improvement.

(Carriage Drive and Promenade; Extension of Market Accommodation and Liability to Market Tolls; Purchase of Lands and Houses; Tolls; Rates; Borrowing Money; Hawkers; Street Musicians and Itinerants; Incorporation of Acts; Amendment of Acts and other Matters.)

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 an Act for all or some of the following purposes:—

1.—For authorising the Local Board of Health for the district of the town of Blackpool, and the rest of the township of Layton-with-Warbrick, in the county palatine of Lancaster.

- (a) To make, maintain, and regulate a carriage drive and promenade along or near to part of the sea shore, at the western side of the district, and to regulate the user thereof.
- (b) To make and maintain sea walls, embankments, lodges, gates, fences, seats, and other works and conveniences, for the purposes of or in connection with the intended carriage drive and promenade.
- (c) To stop up permanently and appropriate for the purposes of the intended carriage drive and promenade, such parts of the several highways leading to the present sea walls and embankments within the district as will be within the limits of the intended carriage drive and promenade.
- (d) To alter and improve other parts of those highways, or to make other highways instead thereof.
- (e) To stop up permanently, and appropriate, for the purposes of the intended carriage drive and promenade, all or any of the roads or slades, whether public or private, leading from those highways to the sea shore.
- (f) To make and maintain, instead of those roads or slades, new roads or slades, and other works and conveniences, and to regulate the user thereof.
- (g) To cross, stop up, divert, and alter, either temporarily or permanently, all other highways and roads, and all ways, sewers, drains, streams, watercourses, and easements which the Local Board think it expedient for any of the purposes of the intended Act so to interfere with.
- (h) To make, maintain, and regulate market houses and market places, and works and conveniences connected therewith, by way of extension of the present market accommodation in the district.
- (i) To levy tolls for the user of those market houses, market places, works, and conveniences.
- (j) To regulate the sale of butter, eggs, fish, and shell-fish, within the district, and to levy tolls in respect thereof.
- (k) To purchase and acquire, by compulsion and agreement, lands, houses, and other property, for the purposes of the intended Act.
- (l) To raise—by means partly of the general district rate on the district, and partly of special district rates on portions of the district, to be defined by the intended Act—moneys for purposes of the intended Act.

- (m) To borrow on the security of the general district rate and the intended special district rates, some or one of the moneys for the purposes of the intended Act.
- (n) To apply, for purposes of the intended Act, moneys of the Local Board.
- (o) To regulate the exercise, within the district, by street musicians and other itinerants of their respective callings.
- (p) To carry into effect the powers and provisions of the intended Act.

2.—For repealing Section 57 of the Blackpool Improvement Act, 1853, relating to the sale of butter, eggs, fish, and shell-fish, and for prohibiting the sale thereof within the district—elsewhere than in the market houses or market places, or in shops, except under license from the Local Board.

3.—For regulating hawkers, and the hawking of goods for sale within the district.

4.—For preventing annoyances within the district by street musicians and other itinerants, and for prohibiting the exercise by them within the district of their respective callings, except under license from the Local Board.

5.—For repealing wholly or in part Section 87 of the Blackpool Improvement Act, 1853, relating to the repair of portions of the present sea walls and embankments within the district, and for rendering the Local Board liable to the repair of all or parts of the hulking within the district.

6.—For prohibiting the erection of any building or other thing by any person, on any part of the highways, hulking, and lands, within and westward of the limits of the intended carriage-drive and promenade.

7.—For providing for the police of the intended carriage drive and promenade.

8.—For exempting the Local Board from liability with respect to damage or injury to lands, houses, or other property, consequent on the destruction in whole or in part, by storms, floods, or otherwise, of any of the sea walls, embankments, or other works of the Local Board.

9.—For levying tolls, rates, and duties, and altering existing tolls, rates, and duties, and conferring, varying, and extinguishing exemptions from payment of tolls, rates, and duties, and conferring, varying, and extinguishing other rights and privileges.

And it is intended,—

10.—To apply to the powers, provisions, and purposes, of the intended Act, powers and provisions of the Blackpool Improvement Act, 1853, and of the Public Health Act, 1848, and the Local Government Act, 1858, and the several Acts supplemental to those two Acts respectively.

11.—To incorporate with the intended Act, "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts, Amendment Act, 1860;" "The Markets and Fairs Clauses Act, 1847;" "The Towns Improvement Act, 1847;" and "Town Police Clauses Act, 1847," or parts of these Acts respectively.

12.—To apply to the district the provisions of the Act of 27 and 28 Victoria, chap. 55, relating to Street Music, with extensions and amendments thereof.

13.—To repeal and amend powers and provisions of "The Blackpool Improvement Act, 1853."

And notice is hereby also given that—

14. The intended carriage drive and promenade will commence at or opposite to the south-westerly corner of a dwelling-house and premises fronting the sea, now occupied by Sophia Brindley, situate

at South Shore, within the said township of Layton-with-Warbrick, and proceeding from thence in a northerly direction, and terminating at or near to the south-westerly corner of the lands, buildings, and premises belonging to the Blackpool Land Building and Hotel Company (Limited), in the said township, and now in the occupation of Richard Ward, and will be made and maintained wholly in the township of Layton-with-Warbrick, in the parish of Bispham, in the county palatine of Lancaster, and the extra-parochial foreshore of the sea adjoining thereto.

15.—The intended extension of market accommodation is bounded on the west by the present market-house and shambles, on the east by Lytham-street, on the south by West-street, and on the north by Town Hall-street, all in the said township and parish, and will be made and maintained wholly in the same township and parish.

16. Plans and sections in duplicate of the intended carriage drive and promenade and extension of market accommodation respectively shewing the lines and levels thereof, and the lands and houses to be taken for the purposes thereof, together with books of reference to the plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1864, be deposited for public inspection with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, in that county; and copies of those plans, sections, and books of reference, and a copy of this notice as so published, will, on or before that day, be deposited with the parish clerk of the parish of Bispham, at his place of abode in that parish.

17. On or before the 23rd December, 1864, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, A.D. 1864.

Charnley, Son, and Finch, Preston and Blackpool, Solicitors to the Bill.

Gregory, Rowcliff, and Rowcliff, -1, Bedford-row, London, Parliamentary Agents.

Corwen and Bala and Bala and Dolgelly Railways.

(Extension of Corwen and Bala Railway; Abandonment of portions of authorised Lines of Corwen and Bala, and Bala and Dolgelly Railways; Power to make Joint Station at Bala; 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 for all or some of the following purposes (that is to say):—

To authorise the construction of the railway following, with all necessary and proper stations, bridges, embankments, approaches, and other works and conveniences connected therewith (that is to say):—

A railway, commencing by a junction with the railway authorised by "The Corwen and Bala Railway Act, 1862," at or near the point in the parish of Llanfor, otherwise Llanfawr, in the county of Merioneth, marked 10 miles 1 furlong on the plans of the said railway deposited with the Clerk of the Peace for the county of Merioneth, at his office at Portmadoc, on or before the 30th day of November, 1861, and terminating in the parish of Llangower, in the said county, by a junction with the main line of railway authorised

by "The Bala and Dolgelly Railway Act, 1862," at or near the point marked 17 miles 1 furlong on the plans of the said railway deposited with the said Clerk of the Peace on or before the said 30th day of November, 1861, and which railway will pass from, through, or into the parishes, extra-parochial and other places of Llanfor, otherwise Llanfawr, Llanycil, and Llangower, or some of them, all in the county of Merioneth:

To authorise the Corwen and Bala Railway Company to abandon so much of their authorised main line of railway, and the works connected therewith, as are situate between the said point marked 10 miles and 1 furlong on the plans thereof deposited as aforesaid, and the Bala terminus of the said main line of railway, as shown on the said plans; and also to authorise the Bala and Dolgelly Railway Company to abandon the formation of so much of their main line of railway as is situate between the point thereon, marked 17 miles 1 furlong, and the Bala terminus of the said main line of railway, as respectively shown on the deposited plans thereof before mentioned; also to authorise the Bala and Dolgelly Railway Company to abandon the formation of their authorized railway No. 2, described in "The Bala and Dolgelly Railway Act, 1862," section 16, and which railway commences in the parish of Llanycil and terminates in the parish of Llanfor, before mentioned:

To authorise the Corwen and Bala Railway Company, and the Bala and Dolgelly Railway Company respectively, to enter into, make, and carry into effect agreements for erecting, maintaining, using, and regulating the use of a station at Bala, in connection with the said intended railway, for the joint use of the said two Companies, and the purchase of lands for the purpose, and, if thought necessary, to constitute a Joint Committee, or otherwise to provide for the management thereof, upon such terms and conditions as they may respectively think fit, or as may be provided by the said Bill:

To authorise the Corwen and Bala Railway Company, and the Bala and Dolgelly Railway Company, or either of them, to construct and maintain the said intended railway, and to purchase, compulsorily, lands and houses for the purposes thereof, and of the said joint station and the works connected therewith respectively:

To alter, vary, and extinguish such of the rights, and privileges of the Corwen and Bala and the Bala and Dolgelly Railway Companies, or of any other Company or person, as may be inconsistent with, or would interfere with, or in anywise impede the carrying out of all or any of the objects and purposes of the said Bill:

To levy tolls, rates, and duties for or in respect of the use of the said intended railway or joint station and works, to alter existing tolls, rates, and duties, to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and to confer other rights and privileges:

To alter, cross, vary, stop up, and divert, whether temporarily or permanently, all turnpike and other roads, highways, railways, tramways, streets, aqueducts, streams, rivers, waters, mill-dams, drains, pipes, sewers, and watercourses, with which it may be necessary or expedient to interfere in the construction of the said intended railway or station and works, or any of them.

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

Clauses Act, 1863;" or some of them, and all other powers and provisions usually inserted in Bills of a like nature, or which may be requisite or proper for carrying out the objects and purposes of the said intended Bill:

To alter, amend, enlarge, or repeal, so far as may be necessary for the purposes aforesaid, the powers and provisions of "The Corwen and Bala Railway Act, 1862;" and "The Bala and Dolgelly Railway Act, 1862;" and "The Bala and Dolgelly Railway Act, 1863;"

Maps, plans, and sections, defining the direction, line, and levels of the said intended railway and works, and the lands, houses, and other property which may be taken for the purposes thereof respectively, 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, and also a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November, 1864, with the Clerk of the Peace of the county of Merioneth, at his office in Portmadoc, in the said county of Merioneth; and on or before the same 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes or extra-parochial places in or through which the said intended railway and works are proposed to be made, and also a copy of the said Gazette 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 parish immediately adjoining to such extra-parochial place, at his residence.

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, 1864.

Dated this 10th day of November, 1864.

Longueville, Williams, and Jones, Oswestry,
Solicitors for the Bill.

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

North British Railway.

(Additional Powers.)

(Pier at Burntisland; Railway in Edinburgh; Level crossing in parish of Castleton; Station lands at North Leith, Bonnington, and Newcastle-upon-Tyne; Stopping up various Streets, Roads, etc.; Toll exemption at Newcastle-upon-Tyne; Powers in reference to St. Andrews, Devon Valley, and Esk Valley Railways, including Powers of Subscription, Appointment of Directors, Amalgamation, Sale, Purchase, Lease, Increase of Capital, Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the North British Railway Company (hereinafter called "the Company"), to make and maintain, with all necessary and proper works and conveniences connected therewith, a pier commencing at a point on the shore 333 yards eastward of the northern end of the present ferry pier at Burntisland, in the parish of Burntisland, in the county of Fife, extending thence in a south-westerly direction for a distance of 235 yards or thereabouts, into and terminating in the bed and soil of the Firth of Forth; which said pier will be wholly situate in the said parish of Burntisland, and the bed and soil of the Firth of Forth, in or adjoining to such parish, and in the royal burgh of Burntisland.

And it is proposed by the intended Act to authorize the Company to make and maintain a railway or siding in continuation of the coal siding in the

east coal depôt of the Company, and commencing at the terminus thereof in the parish of Canongate, and county of Edinburgh, and county of the city of Edinburgh, ten yards or thereabouts in a westerly direction from the south-east corner of Drybrough's Brewery, at Logan's Close, Edinburgh, passing thence in a line with the said coal siding, over Logan's Close, and terminating in the said parish and county on the east side of Logan's Close, on the land proposed to be taken for the Company's station; which intended railway or siding will be wholly situated in the parish of Canongate, and *quoad sacra* parishes of Leith Wynd Church, and New Street Church, and royal burgh of Edinburgh, and county of Edinburgh, and county of the city of Edinburgh.

And it is proposed by the intended Act to authorize the Company to carry their railway with a double line of rails across a certain statute labour road, numbered 137, in the parish of Castleton, in the county of Roxburgh, on the plans of the Border Union Railway, referred to in the Border Union (North British) Railway Act, 1859, on the level; and to enlarge their stations at Edinburgh, North Leith, and Bonnington, in the county of Edinburgh, and county of the city of Edinburgh, and to acquire and hold station ground at Newcastle-upon-Tyne. And it is proposed by the intended Act to authorize the Company to take or purchase lands and buildings by compulsion for the purposes of the said pier, railway, and enlargement of stations, in the said parishes of Burntisland, and county of Fife, and the bed and soil of the Firth of Forth, in or adjoining thereto, and in the parish of Canongate and *quoad sacra* parishes of Leith Wynd Church and New Street Church, and in the parish of North Leith, and in the parish of St. Cuthberts, and royal burgh of Edinburgh, in the county of Edinburgh, and county of the city of Edinburgh, and to hold land and buildings already acquired by them for station purposes, in the township of Elswick, in the parish or parochial chapelry of St. John, in the parish of St. Nicholas, in the borough and county of Newcastle-upon-Tyne, adjoining or near to the North-Eastern Railway Company's Forth Bank goods station at Newcastle-upon-Tyne, and to authorize the Company to purchase lands and buildings by agreement in the several parishes and places aforesaid, or elsewhere, for the purposes of their undertaking, and to confirm any purchases or purchase of lands or buildings in any of the parishes or places aforesaid, or elsewhere, heretofore made by the Company, or which may be made by them prior to the passing of the intended Act; and to stop up, alter, or divert the following streets, roads, or highways; that is to say, Citadel-street, Conper-street, and Cromwell-street, and the open space or ground called citadel, in the said parish of North Leith, the road in the parish of Holme Cultram, and township of Holme Low, in the county of Cumberland, numbered 279 in that parish, on the plans referred to in "The Carlisle and Silloth Bay Railway and Dock Act, 1855," and the level crossing at Silloth station used in lieu thereof in the said parish, township, and county, and all other roads, streets, and highways in the several parishes, townships, and places aforesaid, or elsewhere, and all brooks, streams, sewers, mains, pipes and works of every description which it may be necessary or convenient to stop up, alter, or divert, for any of the purposes of the intended Act, and to vary or extinguish all existing rights and privileges in any manner connected with lands and buildings to be purchased, or which would in any manner prevent or interfere with any of the purposes of the Act being fully effected, and to confer other rights and privileges, and to levy tolls, rates, duties, and

charges; and to alter existing tolls, rates, duties, and charges; and to confer exemptions from the thorough toll, or otherwise the great toll, paid by the Company on goods brought to and from the stations used by them at Newcastle-upon-Tyne to the borough of Newcastle-upon-Tyne, or otherwise to provide for the commutation or extinction of such toll, and to confer, vary, or extinguish other exemptions from payment of tolls, rates, duties, and charges.

And it is proposed by the intended Act to authorize the Company to subscribe funds in aid of the respective undertakings of the Devon Valley Railway Company and Esk Valley Railway Company, and to hold shares or stock in the capital of these Companies, or either of them, to the amount of their subscription or subscriptions thereto, and to appoint directors of such Companies, or either of them.

And it is proposed by the intended Act to vest or provide for, or authorize the vesting in the Company by amalgamation, sale, and purchase, or lease of the several undertakings, railways, works, lands, buildings, and property real and personal, or part or parts thereof respectively, of the St. Andrew's Railway Company, and of the Devon Valley Railway Company, and of the Esk Valley Railway Company, upon such terms and conditions, covenants and agreements, as may be mutually agreed upon between the Company and the said other Companies or Company, proprietors of the undertakings or undertaking to be so amalgamated, purchased, or leased.

And it is proposed by the intended Act to authorize the Company, and the said other Companies, or any of them, to enter into agreements touching all or any of the matters aforesaid, or otherwise, with respect to their several undertakings, and to confirm or provide for and authorize the carrying into effect of any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to alter the provisions of the Company's Acts now in force with respect to the period for closing the register of transfers previous to the Company's general meetings, and to authorize the Company to appropriate to any of the purposes of the intended Act, all or any part of their authorized but unexpended capital, whether represented by shares actually created or otherwise, with all requisite powers to make such capital available by surrender, forfeiture, and cancellation of shares, and issuing or re-issuing of all or any part thereof, in ordinary, preference, or guaranteed shares or stock, or otherwise howsoever; and to authorize the hereinbefore mentioned Companies, or any of them, to raise money by the creation of ordinary, guaranteed, or preference shares or stock, and by mortgage, cash-credit, or otherwise.

And it is proposed by the intended Act to alter, amend, or repeal, all or some of the provisions of the several Acts of Parliament following, or some of them; that is to say, Acts relating to the North British Railway Company, 14 and 15 Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act, 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 83 and 96; 23 and 24 Vict., caps. 140, 145, 159 and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 214 and 226; 25 and 26 Vict., caps. 47, 48, 49, 142, 181 and 189; 26 and 27 Vict., caps. 194, 213 and 226; 27 and 28 Vict., caps. 84 and 100; and all other Acts, if any, relating to the North British Railway Company; "The St. Andrew's Railway Act,"

1857;" "The Devon Valley Railway Act, 1858;" "The Devon Valley Railway Act, 1861;" "The Devon Valley Railway Act, 1863;" and "The Esk Valley Railway Act, 1863;" the Act 3 George IV., cap. 56; 7 William IV., and 1 Vict., cap. 72; 4 and 5 Vict., cap. 71, and all other Acts (if any) relating to the borough of Newcastle-upon-Tyne. Acts relating to the Silloth Bay Railway and Dock Company, viz.: 16 and 17 Vict., cap. 118; 18 and 19 Vict., cap. 153; 23 and 24 Vict., cap. 134; and 25 and 26 Vict., caps. 45 and 47.

And notice is hereby further given that plans and sections in duplicate of the intended pier and railway, and of the lands to be taken under the compulsory powers of the Act, and books of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, will be deposited with the principal sheriff-clerk for the county of Fife, at his offices at Dumfermline and Cupar; and with the principal sheriff-clerk for the county of Edinburgh, at his office at Edinburgh; with the principal sheriff-clerk for the county of the city of Edinburgh, at his office in Edinburgh; and with the Clerk of the Peace of the borough and county of Newcastle-upon-Tyne, at his office in that borough; and with the Clerk of the Peace of the county of Northumberland, at his office at Newcastle-upon-Tyne; and that a published map, with the line of the intended railway delineated thereon, showing its general course and direction, will be deposited with the principal sheriff-clerks of the county of Edinburgh, and county of the city of Edinburgh, at their respective offices in Edinburgh; and that so much of the said plans, sections, and books of reference as relates to any parish or extra-parochial place, will be deposited in the case of a parish in Scotland with the schoolmaster, or if there be no schoolmaster, then with the session-clerk of such parish at his residence; and in the case of a parish in England, with the parish clerk of such parish at his residence; and in the case of an extra-parochial place, with the schoolmaster or session-clerk, or with the parish clerk, as the case may be, of some parish adjoining thereto, at his residence; and that so much of the plans, sections, and books of reference, as relates to the royal burghs of Burntisland and Edinburgh, will be deposited with the town clerks of the said royal burghs at their offices in Burntisland and Edinburgh respectively; 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 Commons before the 24th day of December next.

Dated the 11th day of November, 1864.

Dalmahoy, Wood, and Cowan, W.S., Edinburgh.

*Pritt, Sherwood, Venables, and Grubbe,
7, Great George-street, Westminster.*

In Parliament—Session 1865.

Macclesfield and Knutsford Railway.

(Incorporation of Company; Power to make Railways from Macclesfield to Knutsford; Compulsory Purchase of Lands, Tolls; Power to the London and North-Western, the Manchester, Sheffield, and Lincolnshire, the Great Northern, the North Staffordshire, and the Midland Railway Companies to Subscribe; Traffic Arrangements; Amendment of Acts; and other purposes).

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

pass an Act to incorporate a Company, and to enable them to make and maintain 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 (that is to say):—

1. A railway commencing in the township of Macclesfield, in the parish of Prestbury, in the county of Chester, by a junction with the authorised line of the Macclesfield, Bollington, and Marple Railway, at a point where that railway will cross a certain highway in Macclesfield aforesaid, and called Hibel-road, and numbered 112 on the plans deposited with the Clerk of the Peace for the county of Chester, in respect of that railway, and terminating in the township of Nether Knutsford, otherwise Knutsford Inferior, in the parish of Knutsford, otherwise Nether Knutsford, in the said county of Chester, by a junction with the Cheshire Midland Railway, at or near a point distant 15 chains, or thereabouts (measured in a south-westerly direction along that railway), from the centre of a certain bridge or archway carrying that railway over a certain river or brook called the River Birkin or Birkin Brook, and which said intended railway will pass from, in, through, or into the several parishes, townships, or extra-parochial, and other places following (that is to say):—Prestbury, Macclesfield, Hurdfield, Upton, Titherington, Prestbury, Mottram Saint Andrew, Over Alderley, Bollin-Fee, Chorley, Fulshaw, Wilmslow, Great Warford, Alderley, Mobberley, Knutsford, Nether Knutsford, otherwise Knutsford Inferior, and Over Knutsford, otherwise Knutsford Superior, all in the county of Chester.

2. A railway wholly situate in the said parish of Mobberley, in the county of Chester, commencing by a junction with the said last-mentioned intended railway, at or near a pond in the northerly corner of a field in the township and parish of Mobberley, belonging to John Pennington Legh, Esquire, and in the occupation of James Blackshaw, and which said field lies distant eight chains or thereabouts in a south-easterly direction from the farm-house called Duckinfield Hall, situate in the said parish of Mobberley, in the occupation of the said James Blackshaw, and terminating by a junction with the Cheshire Midland Railway, at or near a point on that railway distant 24 chains or thereabouts, measured in a north-easterly direction along that railway, from a certain bridge or archway carrying that railway over a certain river or brook called the River Birkin or Birkin Brook.

And it is proposed by the said-intended Act to confer upon the Company to be thereby incorporated (hereinafter called "the Company") powers to effect the objects following, or some of them (that is to say):—

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.

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.

To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, to confer exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights or privileges.

To authorise the London and North-Western Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Great Northern Railway Company, the North Staffordshire 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 undertaking for the purposes aforesaid, or any of them, and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act; to enable such Company so subscribing to guarantee the payment of interest or dividend upon the whole or any portion of the capital of the Company, and to exercise certain rights and privileges with reference to the intended Company, as to the appointment of directors or otherwise, as may be prescribed by the said intended Act.

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 intended railways of the Company, or, to, from, or over, the Railways of the North Staffordshire, the Cheshire-Midland, and the Macclesfield, Bollington, and Marple Railway Companies, or any or either of them, and for ensuring all requisite or desirable facilities for those purposes; and in default of agreement for referring to the Board of Trade or to arbitration the terms and conditions upon which such interchange, accommodation, protection, transmission, or other facilities are to be afforded and effected; and so far as may be necessary for the objects and purposes of the said intended Act to alter the tolls and charges which the said Companies, or any or either of them, are now authorised to take; 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 last-mentioned Companies, or any or either of them, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of railway and works, or any or either of them.

To alter, amend, extend, and enlarge, and if need be, to repeal some of the powers and provisions of the following Acts relating to the London and North-Western Railway Company (viz.) 1 Will. IV., caps. 51, 52, and 53; 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, 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, 209; 26 and 27 Vic., caps. 5, 77, 79, 103, 108, 110, 177, and 217; and 27 and 28 Vic., caps. 62, 194, 196, 200, 220, 226, 263, 288, 296, and 309; and also the following Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company (viz.), 12 and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94; 14 and 15 Vic., cap. 114; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; 22 and 23 Vic., cap. 5; 23 and 24 Vic., cap. 15; 24 and 25 Vic., caps. 66, 86, 156, and 113; 25 and 26 Vic., caps. 91, 98, 112, and 129; and 27 and 28 Vic., caps. 77, 78, and 320; also the following Act relating to the Great Northern Railway Company (viz.), 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; 26 and 27 Vic., caps. 147, 191, 203; and 27 and 28 Vic., caps. 49, 124, 202, 212, 242, and 243; and also the following Acts relating to the North Staffordshire Railway Company (viz.) 9 and 10 Vic., caps. 84, 85, and 86; 10 and 11 Vic., cap. 108; 11 and 12 Vic., caps. 66 and 88; 13 and 14 Vic., cap. 55; 17 and 18 Vic., cap. 194; 22 and 23 Vic., cap. 126; 23 Vic., cap. 42; 24 and 25 Vic., cap. 71; 26 and 27 Vic., cap. 158; 27 and 28 Vic., caps. 118, 232, 308, and 309; also the following Acts relating to the Midland Railway Company (viz.) 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 129; 25 and 26 Vic., caps. 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 114, 132, 182, 183, and 203; 27 and 28 Vic., caps. 19, 221, 230, 231, 244, and 245; also the following Acts relating to the Cheshire Midland Railway Company (viz.) 23 and 24 Vic., cap. 90; 24 and 25 Vic., cap. 113; and 26 and 27 Vic., cap. 147; "The Macclesfield, Bollington, and Marple Railway Act, 1864"; and any other Acts or Acts relating to those Companies or any of them.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with a published map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the county Palatine of Chester, at his office in Chester, and

that a copy of so much of the said plans and sections and books of reference as relates to the several parishes, in or through which the intended railways and works, are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this notice as published in the London Gazette will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place with the parish clerk of some adjoining parish, at his place of abode.

And notice is hereby further given, that printed copies of the 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 10th day of November, 1864.

Vaughan, Lingard, Vaughan, and Lingard,
Manchester, Solicitors;
Wyatt and Metcalfe, 28, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1865.

Manchester, Sheffield, and Lincolnshire Railway
(Purchase, &c.)

(Transfer of Marple New Mills and Hayfield Junction Railway to the Manchester Sheffield and Lincolnshire Railway Company—Power to last-mentioned Company to subscribe to undertaking of the Liverpool Central Station Railway Company—Additional Capital—Confirmation of Agreements with the Midland Railway Company, the South Yorkshire Railway Company, and the Barnsley Coal Railway Company—Mutual Running Powers over parts of Midland Railway and Manchester Sheffield and Lincolnshire Railway—Running Powers to the South Yorkshire Railway Company over part of Midland Railway—Compulsory purchase of Lands—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 effect the objects following, or some of them, that is to say—

The sale and transfer by the Marple New Mills and Hayfield Junction Railway Company (hereinafter called "The Marple Company") of their undertaking, railways, works, property, rights, powers, and privileges, including powers for the completion of works, and all other rights, powers, and privileges belonging to them, to the Manchester Sheffield and Lincolnshire Railway Company (hereinafter called "The Sheffield Company"), for such consideration and on such terms and conditions as have been or may be agreed upon, and the acceptance of such sale and transfer, and the making of such purchase by the Sheffield Company accordingly.

The paying off, redemption, or exchange of the shares, stocks, mortgages, bonds, securities, and debts of the Marple Company, or some part thereof, by the Sheffield Company; or the adoption of such shares, stock, mortgages, bonds, securities, and debts, or any part thereof, by the Sheffield Company, as part of their own capital, liabilities, and securities.

To enable the Marple Company, and their proprietors and creditors, or any of them, in lieu of their present shares, stocks, bonds, mortgages, or securities, to accept of and take any shares, stocks, securities, rent-charge, or annuities of the Sheffield Company, and to make provision for the alteration classification, and regulation of the capital, shares, stocks, and securities, priorities, charges, rights, and

privileges of the Sheffield Company, and their proprietors and creditors.

To provide for the dissolution of the Marple Company, and the winding-up of their undertaking, and the extinguishing of the rights, powers, and interests of that Company.

To enable the Marple Company and the Sheffield Company, or either of them, to vary the tolls, rates, and charges which they are authorised respectively to take and levy, upon or in respect of their respective undertakings, to confer, vary, or extinguish exemptions from the payment thereof, to vary or extinguish any rights and privileges inconsistent with the objects of the intended Bill.

To enable the Sheffield Company to subscribe towards the capital of the Liverpool Central Station Railway Company, and to guarantee interest or dividends on any part of the capital of the last-mentioned Company, whether raised by shares or by loan, and to exercise certain powers, rights, and privileges with reference to the undertaking of the last-mentioned Company, as to the appointment of Directors or otherwise, and to enable the Sheffield Company to run over, work, and use, with engines, carriages, and servants, for the purposes of their traffic, the undertaking of the said Liverpool Central Station Railway Company, upon such terms and conditions (failing agreement) as shall be settled by arbitration.

To enable the Sheffield Company to apply their corporate funds and revenue towards the purchase of the undertaking of the Marple Company, and the subscription to or guarantee of interest upon the capital of the undertaking of the Liverpool Central Station Railway Company, and also to raise additional capital for the purposes of the intended Bill by the creation of new shares and stock in their undertaking, with or without any preference or priority in interest or dividend, and other special privileges, to borrow money on mortgage bond or otherwise, grant annuities and rent charges, and to confer other rights and privileges.

To confirm and give effect to an Agreement bearing date the 5th day of August, 1863, and any other agreement or arrangement made, or which may hereafter be made, between the Midland, the Manchester Sheffield and Lincolnshire, the South Yorkshire, and the Barnsley Coal Railway Companies, or any of them, with reference to the Cudworth and Barnsley Branch of the Midland Railway Company, and exchange of running powers, use of stations, and other conveniences, joint station accommodation, and other arrangements.

To authorize 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 Midland Railway as lies between Barnsley, Leeds, Bradford, and Skipton, all inclusive, and all intermediate and other stations between any point of junction between the Midland Railway and the South Yorkshire Railway and the several places above mentioned, together with all stations, watering places, sidings, booking offices, turntables, and other conveniences respectively, and also to authorize the Midland Railway 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 Manchester, Sheffield, and Lincolnshire Railway as lies between Barnsley and Ardwick and intermediate stations, together with the several booking offices, stations, sidings, watering places, turntables, and other conveniences connected with such last-mentioned line, and to enable such Company to settle the terms and conditions upon which such running powers over and user of their undertakings shall be exercised, or as shall be settled by arbitration in failure of agreement, and to alter the tolls, rates;

and charges now leviable upon the respective undertakings of the said Companies, or any of them, and to levy other tolls, rates, and charges.

To enable the Company and the Midland Railway Company to provide joint station accommodation at Barnsley.

To enable the Company to acquire, by compulsion or agreement, for purposes connected with their undertaking, certain lands and houses in the parish of Manchester, in the county of Lancaster, bounded on the north side thereof by the Manchester, Sheffield, and Lincolnshire Railway, on the south side thereof by lands and premises belonging to Henry Bridge and Charles Kay, on the west side thereof by a certain road or street called Pottery-lane, and on the east side thereof by lands belonging to the Manchester, Sheffield, and Lincolnshire Railway Company.

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 Manchester, Sheffield, and Lincolnshire Railway Company, viz., 12 and 13 Vic. cap. 81; 13 and 14 Vic. cap. 94; 14 and 15 Vic. cap. 114; 15 and 16 Vic. caps. 83 and 144; 16 and 17 Vic. caps. 52 and 145; 18 and 19 Vic. caps. 91 and 129; 21 and 22 Vic. caps. 75 and 113; 22 and 23 Vic. cap. 5; 23 and 24 Vic. cap. 15; 24 and 25 Vic. caps. 66, 86, 113, and 156; 25 and 26 Vic. caps. 91, 98, 112, 129, and 27 and 28 Vic. caps. 77, 78, and 320; the following Acts relating to the Midland Railway Company, viz., 6 and 7 Wm. IV. cap. 107; 7 Wm. IV. and 1 Vic. cap. 23; 2 and 3 Vic. cap. 53; 4 and 5 Vic. cap. 13; 6 and 7 Wm. IV. cap. 78; 1 and 2 Vic. cap. 57; 3 and 4 Vic. cap. 130; 5 and 6 Vic. cap. 2; 9 Geo. IV. cap. 93; 4 and 5 Wm. IV. cap. 2; 2 and 3 Vic. cap. 56; 5 and 6 Vic., cap. 46; 6 and 7 Vic. cap. 54; 6 and 7 Wm. IV. cap. 14; 7 Wm. IV. 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 Wm. IV. cap. 35; 7 Wm. IV. 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. III. cap. 37; 10 and 11 Vic. cap. 191; 11 Geo. IV. and 1 Wm. IV. cap. 58; 3 and 4 Wm. IV. cap. 69; 9 and 10 Vic. caps. 243 and 311; 10 and 11 Vic. cap. 122; 6 and 7 Wm. IV. 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 cap. 215; 9 and 10 Vic. caps. 157, 163, 255, 203, 254, and 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; 27 and 28 Vic. caps. 19, 221, 230, 231, 244, and 245; the following Acts relating to the Marple New Mills and Hayfield Junction Railway Company, viz., 23 and 24 Vic. cap. 15; and 27 and 28 Vic. cap. 7; "The Liverpool Central Station Railway Act, 1864;" and any other Act or Acts relating to those Companies, or either of them.

And notice is hereby further given, that duplicate plans, showing the lands and houses proposed to be taken under the powers of the said Bill, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, 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 Lancaster, at his office in Preston, in the said county; and that a copy of the said plans and books of reference, 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 the said parish of Manchester, in which the lands and houses proposed to be taken are situate, at his place of abode.

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 9th day of November, 1864.

J. R. Lingard, Manchester, Solicitor for the Bill.

Wyatt & Metcalf, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1865.

Ashby-de-la-Zouch and Nuneaton Railway.

(Incorporation of Company; Power to make Railways from Ashby-de-la-Zouch to Nuneaton with Branch to Coalville; Compulsory Purchase of Lands; Tolls; Running Powers over parts of the London and North Western and Midland Railways, and use of Stations, 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, viz.:

A Railway No. 1, commencing in the parish of Nuneaton, in the county of Warwick, by a junction with the London and North Western Railway at or near the post thereon denoting 97½ miles from London, and terminating in the parish of Ashby-de-la-Zouch, in the county of Leicester by a junction with the Leicester and Burton-on-Trent branch of the Midland Railway at or near a point 40 chains or thereabouts measured in an easterly direction along that railway from the passenger booking office of the Ashby-de-la-Zouch station on that railway, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, viz.: Nuneaton, Weddington-lane, Weddington and Caldecote and Watling-street, in the county of Warwick, Higham-on-the-Hill, Fenny Drayton, Shenton, Sibson, Upton, Market Bosworth, Congerstone, Carlton, Shackerstone, Odstone, Nailstone, Snarestone, Swepestone, Newton Burgoland, Newton Nethercote, Normanton-en-le-Heath, Packington, and Ashby-de-la-Zouch, in the county of Leicester, and Measham and Packington in the county of Derby.

A Railway (No. 2) commencing in the township of Odstone, in the parish of Shackerstone, in the county of Leicester, by a junction with the last described Railway (No. 1) in or near a field called "Odstone Meadow," belonging to Earl Howe, and in the occupation of Richard Abel, being distant 18 chains in a north easterly direction from the bridge No. 52 over the Ashby-de-la-Zouch canal, on the highway from Shackerstone to Barton-in-the-Beans, and terminating in the parish of Ibstock, in the county of Leicester, by a junction with the Leicester and Burton-on-Trent branch of the Midland Railway, near the Coalville station on the said railway, at a point distant

15 chains or thereabouts north of the mile post denoting the 16th mile from Leicester on the aforesaid railway, and which said intended railway will pass from; in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, viz.: Shackerstone, Odstone, Swepestone, Heather, Ibstock, Ravenstone, Snibstone, Packington, Hugglescote, Coalville, Swannington, and Whitwick, in the county of Leicester, and Ravenstone and Packington in the county of Derby.

And it is proposed by the said intended Act to confer on the Company to be thereby incorporated (hereinafter called the Company), all necessary powers to effect the objects following, or some of them, that is to say:—

To stop up, alter, or divert, whether temporarily or permanently, all such turnpikes 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. 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.

To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works; to confer exemptions from the payment of such tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

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 intended railways of the Company, or to, from, or over the railways of the London and North Western Railway Company, and the Midland Railway Company, or either of them, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to the Board of Trade or to arbitration, the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities are to be afforded and effected, and so far as may be necessary for the objects and purposes of the said intended Act to alter the tolls and charges, which the said Companies, or either of them, are now authorized 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 last mentioned Companies, or either of them, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of railway and works, or any or either of them.

To authorize 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 Midland Railway as lies between the junction with that railway of the hereinbefore secondly described railway, and the Burton-on-Trent station, and also to run over and use any branch lines and tramways, running out of that railway, between those points of which the Midland Railway Company are owners, or lessees, and also to run over, work, and use so much of the London and North Western Railway as lies between the junction with that railway, of the railway hereinbefore firstly described, and the

Nuneaton station of the London and North Western Railway Company, and also to use the Burton-on-Trent and all other stations of the Midland Railway between the before mentioned points, the Nuneaton station of the London and North Western Railway and the booking offices, sidings, works, and conveniences of those railway Companies respectively, upon such terms and under such payments, and upon such 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.

To alter, amend, extend, and enlarge, and if need be, to repeal the powers and provisions of the following Acts relating to the London and North Western Railway Company, viz., 1 Will. IV., cap. 51; 2 and 3 Vic., cap. 69; 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 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. 28, 44, 60, 66, 110, 111, 123, 128, 130, 134, 208, 219, and 223; 25 and 26 Vic., caps. 55, 66, 86, 98, 104, 198, 208, and 209; 26 and 27 Vic., caps. 5, 77, 79, 103, 108, 110, 177, and 217; 27 and 28 Vic., caps. 62, 194, 196, 200, 220, 226, 263, 288, 296, and 309; 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; 7 Will. 4, and 1 Vic., cap. 66; 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, and 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; 27 and 28 Vic., caps. 19, 221, 230, 231, 244, and 246; and any other Act or Acts relating to those Companies or either 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 or reputed owners, lesses, or reputed lessees and occupiers of such lands and houses, together with a published map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited or on before the 30th day of November instant, with the Clerk of the Peace for the county of Leicester, at his office in Leicester, 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 Warwick, at his office in Stratford-on-Avon; and that a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses and property proposed to be taken are situated, and also a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his place of abode, and in case of any extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode.

And notice is hereby further given, that printed copies of the 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 10th day of November, 1864.

George Pell, Solicitor, Northampton.

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

In Parliament—Session 1865.

Manchester and Cheadle Railway.

(Incorporation of Company, Power to make Railways from Manchester to Cheadle, Compulsory Purchase of Lands, Tolls, Power to the London and North-Western; the Manchester, Sheffield, and Lincolnshire; the Great Northern, and the Manchester South Junction and Altrincham Railway Companies to subscribe; 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, and to enable them to make and maintain 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 (that is to say)

A railway commencing in the township of Stretford in the parish of Manchester in the county palatine of Lancaster by a junction with the Manchester South Junction and Altrincham Railway at or near a point at the south easterly end of the passenger platform of the Old Trafford Station on that railway and terminating in the township of Etchells in the parish of Stockport in the county palatine of Chester by a junction with the authorised Railway No. 1 of the Stockport Timperley and Altrincham Junction Railway in a field numbered 3 in the said township of Etchells and parish of Stockport, on the plans deposited with the Clerk of the Peace for the county of Chester in respect of that railway and

which said intended railway will pass from, in, through or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say) Manchester, Stretford, Moss Side, Chorlton-cum-Hardy, Withington, Burnage, Rusholme and Didsbury, all in the said county palatine of Lancaster, and Stockport and Etchells, in the said county palatine of Chester.

A railway commencing by a junction with the last-mentioned intended railway in the township of Didsbury, in the parish of Manchester in the said county palatine of Lancaster at or near a point where that railway is intended to pass through a field belonging to and in the occupation of John Cookson, adjoining a certain lane called Broad Oak-lane and being 9 chains or thereabouts west of a certain farm-house called Broad Oak Farm, in the said township of Didsbury and parish of Manchester and terminating by a junction with the railway firstly described in and authorized by the London and North-Western Railway (Cheshire Lines Act, 1861) in a field numbered 4 in the said township of Etchells and parish of Stockport on the plans deposited with the Clerk of the Peace for the county of Chester in respect of that railway.

And it is proposed by the said intended Act to confer upon the Company to be thereby incorporated (hereinafter called "the Company") power to effect all or some of the objects following (that is to say).

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.

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.

To levy tolls, rates, and duties for, or in respect of the use of the said intended railways and works; to confer exemptions from the payments of tolls, rates, and duties and to confer vary or extinguish other rights and privileges.

To authorise the London and North Western Railway Company the Manchester Sheffield and Lincolnshire Railway Company the Great Northern Railway Company, and the Manchester South Junction and Altrincham Railway Company or any or either of them, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in and subscribe for, or towards the making, maintaining, working and using the said intended railways and works or any part thereof, and to raise money by mortgage of any part of their undertakings for the purposes aforesaid, or any of them, and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act, to enable such company so subscribing, to guarantee the payment of interest or dividend upon the whole or any portion of the capital of the company and to exercise certain rights and privileges with reference to the intended company, as to the appoint-

ment of directors, or otherwise as may be prescribed by the said 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 intended railways of the company; or to from or over the railways of the Manchester South Junction and Altrincham; the Stockport Timberley and Altrincham Junction and the London and North Western Railway Companies or any or either of them; and for ensuring all requisite or desirable facilities for those purposes; and in default of agreement for referring to the Board of Trade or to arbitration, the terms and conditions upon which such interchange accommodation, protection, transmission, and other facilities are to be afforded and effected; and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said companies or any or either of them are now authorized to take, 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 last mentioned companies or any or either of them, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing and using their respective lines of railway and works or any or either of them.

To alter amend extend and enlarge, and if need be, to repeal some of the powers and provisions of the following Acts relating to the London and North-Western Railway Company (viz.) 1 Will. 4th 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, 325, 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. 41, 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, 209; 26 and 27 Vic. caps. 5, 77, 79, 103, 108, 110, 177, and 217, and 27 and 28 Vic. caps. 62, 194, 196, 200, 220, 226, 263, 288, 296 and 309; and also the following Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company (viz.) 12 and 13 Vic. cap. 81; 13 and 14 Vic. cap. 94; 14 and 15 Vic. cap. 114; 15 and 16 Vic. caps. 83 and 144; 16 and 17 Vic. caps. 52 and 145; 18 and 19 Vic. caps. 91 and 129; 21 and 22 Vic. caps. 75 and 113; 22 and 23 Vic. cap. 5; 23 and 24 Vic. cap. 15; 24 and 25 Vic. caps. 66, 86, 156, and 113; 25 and 26 Vic. caps. 91, 98, 112, and 129; and 27 and 28 Vic. caps. 77, 78, and 320; and also the following Acts relating to the Great Northern Railway Company (viz.) 9 and 10 Vic. caps. 71 and 88; 10 and 11 Vic. caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Vic. caps. 62, 71, and 114; 12 and 13 Vic. cap. 84; 13 and 14 Vic. cap. 61; 14 and 15 Vic. caps. 45 and 114; 16 and 17 Vic. cap. 60; 18 and 19 Vic. cap. 124; 20 and 21 Vic.

cap. 138; 21 and 22 Vic. cap. 113; 22 Vic. cap. 35; the 23 and 24 Vic. cap. 168; the 24 and 25 Vic. cap. 70; the 25 and 26 Vic. cap. 1; the 26 and 27 Vic. caps. 147, 191, and 203; and 27 and 28 Vic. caps. 49, 124, 202, 212, 242, and 243; and also the following Acts relating to the Manchester South Junction and Altrincham Railway Companies (viz.) 8th and 9th Vic. cap. 111; 10 and 11 Vic. cap. 73; 11 and 12 Vic. cap. 58; 21 and 22 Vic. cap. 136; and 26 and 27 Vic. cap. 147; also the following Act relating to the Stockport, Timberley and Altrincham Junction Railway Company (viz.) 24 and 25 Vic. cap. 175; and any other Acts relating to those Companies.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with a published map with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the county palatine of Lancaster, at his office in Preston; and with the Clerk of the Peace for the county palatine of Chester, at his office in Chester; and that a copy of so much of the said plans and sections, and books of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated; and also a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish at his place of abode; and in case of any extra parochial place with the parish clerk of some adjoining parish at his place of abode.

And notice is hereby further given, that printed copies of the 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 10th day of November, 1864.

Vaughan Lingard Vaughan and Lingard,
Manchester, Solicitors.

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

In Parliament—Session 1865.

West Worthing Improvement.

(Constitution of Commissioners for the parish of Heene, in the county of Sussex, their Powers and Duties; Vesting in the Commissioners, Roads, Sewers, and Drains, with Powers as to their Construction, Management, and Regulation, and as to Lighting, Watching, Supply of Water Groyes, Sea Banks, Esplanade, and Public Walks; Prevention of Nuisances; Formation of Public Carriage Roads and Diversion of Footpaths; Erection of Church and as to Burial Ground; Powers of Rating and Borrowing Money; Regulation of Hackney Carriages, Bathing, Bathing Machines, Pleasure Boats, Bye Laws, &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 constitute and incorporate a Board of Commissioners for the improvement, management, and regulation of the parish of Heene, in the county of

Sussex, or any part of that parish, and to regulate the election or appointment of such Commissioners, and to prescribe their duties and powers.

To vest in the Commissioners the roads, highways, and footpaths within the limits of their jurisdiction, and the control, maintenance, and management thereof, and to constitute the Commissioners the Surveyors of Highways within such limits, or with the powers and duties of such surveyors, and to vest in the Commissioners all or any of the present and future sewers and drains of the parish, and to enable the Commissioners to make, maintain, alter, and enlarge sewers, drains, receptacles for sewage, outfalls, and other works.

To constitute the Commissioners a Local Board of Health and a Burial Board, and to confer upon them all the powers, rights, and privileges of a Local Board of Health under the provisions of "The Public Health Act, 1848," and "The Local Government Act, 1858," with certain exceptions and modifications, and to extend the provisions of those Acts to the said parish or any part or parts thereof.

To enable the Commissioners to light, cleanse, and water, the public roads and highways in the parish, and the esplanades, public gardens, and places of recreation, and to construct gas and water works, or to contract with any Companies or persons for a supply of gas and water for public and private purposes, and to lay down or authorise the laying down by any Company or persons, of gas pipes and pipes for conveying fresh and salt water in or along the public highways of the parish, upon such terms and conditions as the Commissioners may think proper, and to break up streets and roads for that purpose.

To authorise the Commissioners to maintain, improve, enlarge, extend, and regulate the use of the public esplanades and any ornamental walks or gardens, and to maintain and make groynes and other works for the protection of the sea-bank and esplanade, and to regulate the use of the sands or foreshore between high and low-water mark, and to make bye-laws and impose penalties for offences against the bye-laws or provisions of the intended Bill.

To authorise the Commissioners to license and regulate bathing machines, carriages, and boats plying for hire in the same parish, and the fares and rates to be charged for the use of the same, and to regulate the public bathing, and to enforce the observance of regulations in respect of the bathing on and along the sea-shore and sands in the parish.

To confer upon the Commissioners further and other powers for the construction and regulation of roads and buildings, the prevention of noxious trades, the erection of a church, and the providing of a cemetery or burial ground, either attached thereto or separate therefrom, and generally for the good order and government of the parish, or any part thereof, and the maintenance and improvement of the sanitary condition thereof.

To authorise the Commissioners to levy rates on the owners and occupiers of property within the parish, and to confer exemptions from such rates, and also to confer exemptions in favour of any property rated by the Commissioners from any of the existing rates in the parish, and to confer, vary, or extinguish exemptions from payment of rates, and other rights and privileges.

To empower the Commissioners to borrow money on the credit of the rates authorised to be levied by the Bill.

The Bill will relate to the whole of the parish, or to the parish with such temporary or permanent exception, or partial or total exclusion of all or any of the lands, or houses, or roads, through the

same which are not now the property of the Heene Estate Land Company (Limited), and West Worthing Improvement Company (Limited), or either of them, as may be contained in or prescribed by the Bill.

The Bill will authorise the Commissioners within the parish of Heene to make and maintain public carriage roads, and to purchase compulsorily, or by agreement, lands and houses; one of such public carriage roads to commence from and out of the roads leading along the sea-shore westward from the town of Worthing, at the point where a new Hotel is now being erected on a piece of land called Rowlands, and on the south-western side of Evershed-buildings, and to terminate in Heene-lane, at or near the north-western corner of the said piece of land called Rowlands; and the other of such public carriage roads, to commence from the road running towards the sea-shore, parallel with the boundary between the parishes of Heene and Broadwater, called Red-lane, at a point about 35 yards south of the public-house called the King and Queen, and to terminate in the first-mentioned intended public carriage road about 35 yards west of Evershed-buildings aforesaid, and will authorise the diversion into those roads of the footpath leading from the said point about 35 yards south of the said public-house, to a point in Heene-lane, near a house in the occupation of Woods, Esquire, about 370 yards north of the place where Heene-lane falls into the road along the sea-shore, and the stopping-up and discontinuance of the present footpath between those points.

Plans and sections of such public carriage roads, with a book of reference to the plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Sussex, at his office, at Lewes; and on or before the same day a copy of the said plans, sections, and book of reference, and Gazette notice, will be deposited with the parish clerk (if any) of the said parish of Heene, at his residence, or also with the parish clerk of the adjoining parish of West Tarring, 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, 1864.

Burchells, 5, Broad Sanctuary, Westminster, Solicitors for the Bill.

In Parliament.—Session 1865.

Worcester, Dean Forest, and Monmouth Railway.
—(Deviations of Extension to Gloucester Railway—Application of Existing Powers to alter Junction—Additional Capital—Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by the Worcester, Dean Forest, and Monmouth Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for all or some of the following purposes (that is to say):—

To authorise the Company to make and maintain the following deviations or new lines of railway in substitution of parts of the railway authorized by "The Worcester, Dean Forest, and Monmouth Railway (Extension to Gloucester) Act, 1864, or either of such deviations, or any

part or parts thereof respectively (that is to say):—

1. A deviation or substituted line, to commence from and out of the authorised line of railway, in the parish of Rudford, in the county of Gloucester, at or about the point marked on the deposited plans and sections deposited in respect of the said Extension Railway, and referred to in such Act, 4 miles, 5 furlongs, and 4 chains from the commencement thereof, and terminating in the parish of Churcham and county of Gloucester, by a junction with the said authorised line, at or about a point marked on the said plans and sections, 7 miles and 6 furlongs, which said deviation, and the works connected therewith, will be made from, in through, or into the several parishes, townships, and places of Rudford, Hartpury, Lasington, Maisemore, and Churcham, or some of them, in the county of Gloucester.

2. A deviation or substituted line to commence from and out of the authorised line at or near the point marked on the plans and sections deposited in respect of such Extension Railway, and referred to in such act, 7 miles and 6 furlongs from the commencement thereof, which said point is in the parish of Churcham, in the county of Gloucester, and terminating by a junction with the Gloucester and Dean Forest line of the Great Western Railway Company at or about 40 yards to the westward from the centre of the iron girder bridge carrying such last-mentioned railway over the River Severn, which said deviation and the works connected therewith will be situated wholly in the parish of Churcham and county Gloucester.

To authorise the Company to abandon such portions of their extension line as is authorised to be made between the point of commencement and termination of the first mentioned deviation and the point of commencement of the second mentioned deviation and the termination of the extension to Gloucester, authorised by "The Worcester, Dean Forest, and Monmouth Railway (Extension to Gloucester) Act, 1864."

To authorise the Company to purchase by compulsion or agreement lands and houses required for the purposes of the said deviations or substituted lines of railway, and to levy rates and tolls in respect thereof, and to extend and make applicable to the portion of the Gloucester and Dean Forest line of the Great Western Railway Company, which is situate between the intended junction therewith of the said second mentioned deviation or substituted line of railway and the junction authorised to be made by the said Act with the Gloucester and Dean Forest Railway, in the parish or extra-parochial place of North Hamlet or Town Ham, the several powers and provisions contained in the sections numbered 19, 31, and 33 to 36, both inclusive, of "The Worcester, Dean Forest, and Monmouth Railway (Extension to Gloucester) Act, 1864."

To enable the Company to raise further sums of money for the purpose of their undertaking, by the creation and issue of new shares, either with or without preference or priority in payment of interest or dividend, and redeemable or irredeemable, and by borrowing on mortgage, or bond, or debenture stock, or by any of those means, and to apply to the purposes of the Bill any part of the authorised capital of the Company.

To alter, amend, enlarge, or repeal, so far as may be necessary, the provisions of "The Worcester, Dean Forest, and Monmouth Railway Act, 1863," and "The Worcester, Dean Forest, and Monmouth Railway (Extension to Gloucester) Act, 1864."

To incorporate with the intended Bill "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 Railway Clauses Act, 1863," with such exceptions and modifications, if any, as shall be contained in the Bill, and to vary or extinguish all rights and privileges which may interfere with the objects of the Bill.

On or before the 30th day of November instant, maps, plans, and sections describing the direction, line, and levels of the deviations or substituted lines of railway and works, and the lands, houses, and other property which will or may be taken for the purposes thereof, and a book of reference to such plans, together with a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the parishes aforesaid in which deviations or substituted lines will be made, together with a copy of this notice, will be deposited with the parish clerk of each such parish at his residence.

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

Dated this 4th day of November, 1864.

Burchells, 5, Broad Sanctuary, Westminster.

Thomas Holland, Malvern.

Bourton, Chipping Norton, and Banbury Railway,

(Incorporation of Company; Power to construct new Railways or for the Bourton-on-the-Water Railway Company to construct same; Arrangements with other 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 for the following purposes, or some of them, that is to say:—

To incorporate a Company (hereinafter called "the Company") to make and maintain the following railways, or some of them, or any part or parts thereof, with all proper stations, approaches, works, warehouses, and conveniences connected therewith respectively, viz.:

1. A Railway (No. 1) commencing in the parish of Bledington, in the county of Gloucester, by a junction there with the Bourton-on-the-Water Railway, three-quarters of a mile, or thereabouts, from the commencement of such railway at Chipping Norton Junction Station, and terminating in the parish of Kingham, in the county of Oxford, by a junction there with the West Midland Line of the Great Western Railway, 1,000 yards, or thereabouts, northwards of the door of the booking office of the Chipping Norton Junction Station.

2. A Railway (No. 2) commencing at the hereinbefore described point of commencement of Railway (No. 1), and terminating in the parish of Churchill and county of Oxford, by a junction there with the Chipping Norton Branch of the Great Western Railway, four furlongs, or thereabouts, from the commencement of such branch.

3. A Railway (No. 3) commencing at the hereinbefore described point of termination of Railway (No. 1) by a junction there with the said West Midland Line, and terminating at the hereinbefore described point of termination of Railway (No. 2) by a junction there with the said Chipping Norton Branch.

4. A Railway (No. 4) commencing at the herein-before described point of termination of Railways (Nos. 2 and 3) by a junction there with the said Chipping Norton Branch, and terminating in the parish of Chipping Norton and county of Oxford by a junction there with the said Chipping Norton Branch, at or near the Mill or Cloth Manufactory occupied by William Bliss.

5. A Railway (No. 5) commencing at the herein-before described point of termination of Railway (No. 4) by a junction there with the said Chipping Norton Branch, and terminating in the parish of of Boddicot, otherwise the chapelry of Boddicot, in the parish of Adderbury and county of Oxford, in or near a field on the western side of the Oxford Canal, known as the Hovel Ground or Gun's Ground, whereof William Kilby is the occupier.

6. A Railway (No. 6) commencing at the herein-before described point of termination of Railway (No. 5), and terminating in the parish of Warkworth and county of Northampton, at or near the Banbury Station of the Great Western Railway Company by a junction there with the Great Western Railway, 400 yards, or thereabouts, southwards of the centre of the Great Western Passenger Station at Banbury.

7. A Railway (No. 7) commencing at the herein-before described point of termination of Railway (No. 5), and terminating in the parish of Warkworth and county of Northampton by a junction there with the Buckinghamshire line of the London and North-Western Railway, one mile, or thereabouts, from the termination thereof at Banbury; which said several railways and the works connected therewith and the lands and houses which will or may be taken under the powers of the Bill, will be made and maintained, and will pass and be situate respectively from, in, through, and into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—

Bledington, in the county of Gloucester, Kingham Churchhill, Chipping Norton, Cornwell, Salford, Chastleton, Boddicot, Adderbury, Over Norton, Great Rollright, Little Rollright, Heythrop, Dunthorp, Sowerford, Great Tew, Little Tew, Enstone, Lidstone, Hook Norton, Swadcliffe, Sibford Ferris, Sibford Gower, Epwell, East Shutford, West Shutford, Tadmarton, Bloxham, Milcomb, Wigginton, South Newington, Barford Saint Michael, Barford Saint John, West Adderbury, East Adderbury, Broughton, North Lewington and Banbury, in the county of Oxford; Long Compton, Little Compton, Barton-on-the-Heath, Whichford and Stourton, in the county of Warwick; and Warkworth, in the county of Northampton.

To make and maintain an approach or public carriage road from and out of the new road, in the township of Neithrop, in the parish of Banbury and county of Oxford, called the Banbury High Town Road, commencing at or near a point in such township and parish on the eastern side of such road, adjoining a road leading to a brick-yard belonging to Thomas Draper, and terminating in the parish of Warkworth, in the county of Northampton, at or near the goods shed of the Great Western Railway Company at their Banbury Station; which approach or road, with the works connected therewith, will be made and maintained, and will pass from, in, through, and into the several parishes, townships, and extra-parochial places of Neithrop and Banbury, in the county of Oxford, and Warkworth, in the county of Northampton.

The intended Act will incorporate with itself some or all the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Railways Clauses Consolidation Act, 1845;" "The Lands Clauses

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

Powers will also be contained in the Bill,

To purchase on compulsion or agreement the lands, houses, and property required for the purposes of the intended railways and the works and conveniences connected therewith; to levy tolls, rates, and duties, upon or in respect of the proposed railways and works; to alter tolls, rates, and duties; to confer, vary, or extinguish, exemptions from rates, tolls, and duties, and vary, or extinguish any rights and privileges which would in any manner interfere with the objects or purposes of the said intended Act.

To enable the Company to form junctions with any other railway or railways which now are or during the ensuing session of Parliament may be sanctioned upon the line or course of the intended railways or any of them, and to cross, alter, divert, and stop up all turnpike and other roads, highways, streets, railways, tramways, aqueducts, canals, streams and rivers within or adjoining to the aforesaid parishes, townships, town lands, and extra-parochial and other places, or any of them, with which it may be necessary to interfere in the construction of the said intended railways and works, or either of them.

To enable the intended Company, or in lieu of incorporating a Company to authorize the Bourton-on-the-Water Railway Company to make and maintain the said intended railways and works, and vest in that Company the aforesaid powers, and authorize the Bourton-on-the-Water Railway Company to apply to those purposes their existing funds or any moneys which they may be authorized to raise, and to raise additional capital for the said purposes by shares or stock, and by borrowing and to attach to such shares or stock any preference or priority of dividend, or any other advantages which the Act may define, and to guarantee interest or dividends on the capital to be raised for the purposes of the said intended Act.

To enable the Company, on the one hand, and the Bourton-on-the-Water, Great Western, London and North-Western, and the Northampton and Banbury Railway Companies respectively, or any or either of them, on the other hand, from time to time to enter into agreements with respect to the construction, working, use, management, maintenance, and ownership of the said intended railways and works; or any part or parts thereof respectively, and for the supply of rolling stock, and machinery, and of officers and servants for the conveyance and conduct of the traffic on the said intended railways, the payments to be made and the condition 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 collection, division, and appropriation of the revenue arising from any such traffic, and to authorize the levying by the Bourton-on-the-Water, the Great Western, the London and North-Western, and the Northampton and Banbury Railway Companies respectively, or either of them, of tolls, rates, and charges, upon or in respect of any of the intended railways and works, and also provide for the appointment of joint committees of the directors and officers of the said Companies for carrying into effect any such contract or agreement as aforesaid; and the intended Act will confirm any contract or agreement which, prior to the passing of the Act, may be made touching any of the matters aforesaid, between any or either of the respective Companies aforesaid.

To enable the Company, and all Companies and persons lawfully using the railways or any part of

the railways of the Company, to use and run over with their engines and carriages of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rents, and other charges, as may be agreed upon or settled by arbitration, or by the intended Act, the undertakings following, that is to say: so much of the Great Western Railway as lies between the junction of Railway No. 6 and their Banbury Stations, including such stations; so much of the London and North-Western Railway as lies between the junction therewith of Railway No. 7 and the intended junction of the railway authorized by the Northampton and Banbury Railway Act, 1863, the Chipping Norton Station of the Great Western Railway Company, together with all other stations, and the watering places, sidings, works, booking offices, warehouses, landing places, and conveniences connected with such railways or portions of railways respectively.

And the said intended Act will alter, amend, vary, or repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, that is to say: The Great Western Railway (West Midland) Amalgamation Act, 1863, and all or any other Act or Acts relating to the Great Western Railway Company, 23 and 24 Vic., cap. 82, and all other Acts relating to the Bourton-on-the-Water Railway Company, 9 and 10 Vic., cap. 204, and all or any other Acts relating to the London and North-Western Railway Company, the 26 and 27 Vic., cap. 220, relating to the Northampton and Banbury Railway Company, 10 and 11 Vic., cap. 236; 16 and 17 Vic., cap. 205, and all other Acts relating to the Buckinghamshire Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections, describing the line, situation, and levels of the proposed railways and works, and the lands, houses, and other property proposed to be or 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 the occupiers of such lands, houses, and other property, and also a published map with the lines of railway delineated thereon, so as to show their general course and direction; and a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Oxford, at his office in Oxford; 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 Gloucester, at his office at Gloucester; and with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon; 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 some adjoining parish, at his residence.

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

Dated this 9th day of November, 1864.

Burchells, 5 Broad Sanctuary, Westminster.

In Parliament—Session 1865.

Nantlle Railway.

(Construction of Railways to join the London and North-Western Railway, and the authorised Carnarvonshire Railway; Widening existing Railway; Compulsory purchase of Lands; Tolls, Traffic Arrangements, Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing season, for leave to bring in a Bill and to pass an Act to enable the Nantlle Railway Company (hereinafter called "The Company") to make and maintain the railways, hereinafter mentioned, or some part or parts thereof, upon such gauge or gauges as shall be defined in the said Bill, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads or communications connected therewith, that is to say:—

A railway (No. 1) commencing in the parish of Llandwrog, in the county of Carnarvon, by a junction with the Nantlle Railway, at or near a point where that railway is crossed by the authorised Carnarvonshire Railway and adjoining fields numbered 15 and 17 on the plans, deposited with the Clerk of the Peace for the county of Carnarvon, in respect of the last-mentioned railway, and terminating in the parish of Llanbeblig, in the said county, by a junction with the Nantlle Railway, at or near a point 19 chains or thereabouts east of the terminus of that railway at Carnarvon, and which said intended railway will pass from, through or into the several parishes, townships, extra-parochial, and other places or some of them, that is to say, Llandwrog, Llanwnda, Llanllyfni, Llanbeblig, all in the county of Carnarvon.

A railway (No. 2) wholly in the parish of Llanbeblig, in the county of Carnarvon, commencing by a junction with the Nantlle Railway, at or near a point 19 chains or thereabouts east of the terminus of that railway at Carnarvon, and terminating by a junction with the Bangor and Carnarvon line of the London and North-Western Railway, at or near a point on that railway 30 yards, measured in a south-westerly direction along that railway from the bridge over the railway nearest to the Carnarvon station.

A railway (No. 3) to be wholly situate in the parish of Llanbeblig, in the county of Carnarvon, commencing by a junction with the Nantlle Railway, at or near a point on that railway 19 chains or thereabouts east of the terminus of that railway at Carnarvon and terminating on wharf grounds belonging to the trustees of Carnarvon Harbour and in the occupation of Thomas Turner, Esq., at the south-east end of Carnarvon Castle.

A railway (No. 4) wholly in the parish of Llanllyfni, in the county of Carnarvon commencing by a junction with the Nantlle Railway at or near the eastern end of a field called "Cae-tan-ffordd-iron," belonging to the Reverend Wynn Williams, in the occupation of John Williams, and terminating by a junction with the authorised Carnarvonshire Railway in or near a field called "Weirglodd fawr," and numbered 99 on the plans deposited with the Clerk of the Peace for the county of Carnarvon in respect of last-mentioned railway.

A railway (No. 5) wholly situate in the parish of Llanllyfni, in the county of Carnarvon, and commencing by a junction with the last described railway, in a field called "Cae Mawr," being a portion of a farm called Ty'n-y-weir-glodd, Penygroes, belonging to G. A. Huddart, Esq., and in the occupation of Robert Hughes, and terminating at or near the eastern end of a field adjoining the point of junction of the cross road leading to the farmhouse called "Gwernoer," with the public road leading from Llanllyfni to Drws-y-Coed.

A railway (No. 6) commencing in the parish of Llanwnda, in the county of Carnarvon, by a junction with the Nantlle Railway, at or near a point seven chains or thereabouts, measured along that railway in a north-easterly direction from the bridge called Pont sirc, and terminating in the parish of Beddgelert, in the said county, on the west-side of a lake called Llynngader, at or near an old quarry trial tip in a field called Caigloddia, in the occupation of Richard Evans, and which said intended railway will pass from, in, through, or into the following parishes, extra-parochial, and other places following, viz.:—Llandwrog, Llanbeblig, Bettws Garmon, Llanwnda, and Beddgelert, in the county of Carnarvon.

A railway (No. 7), wholly in the parish of Llanwnda, commencing by a junction with the authorised line of the Carnarvonshire Railway, in a field known by the name of Weirglodd-fawr; and numbered 48 on the plan of that railway deposited with the Clerk of the Peace for the county of Carnarvon, and terminating by a junction with the last-described railway, at or near a point where that railway is intended to cross the road from Carnarvon to Port Madoc, at or near Pont Newydd.

The improvement and alteration of the existing Nantlle Railway, and the alteration of the gauge thereof, and to adapt the same for the use of locomotive steam engines thereon, and carriages propelled by steam and other motive power, and the construction of all proper works, stations, approaches, and conveniences connected therewith in the several parishes, extra-parochial, and other places, viz.:—Llanbeblig, Llanwnda, Llanfagdalen, Llandwrog, and Llanllyfni, in the county of Carnarvon.

And it is proposed by the said intended Act to confer on the Company all necessary powers to effect the objects following, or some of them, that is to say:—

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;

To stop up and discontinue the use of so much and such parts (if any) of the existing Nantlle Railway, or of the undertaking of the Company, as by reason of the construction of the alterations, improvements, straightening, and other works aforesaid, or any of them, may become unnecessary, and to sell and dispose of so much of the said existing railway or undertaking, and the site thereof, as may not be required for the purposes of the Company;

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;

To confer upon the Company express and effectual powers of carrying passengers upon their lines of railway, and of using locomotive power thereon, and of taking and recovering tolls, rates, dues, and charges on, or in respect of their undertaking for the time being, and every part thereof, and of traffic of all descriptions thereon, and of varying and altering the several tolls, rates, and duties, which they are now authorised to take on or in respect thereof, or any part thereof, to confer, vary, or extinguish exemptions from the payment of tolls,

rates, or duties, and of prohibiting and effectually preventing the use and passage over or across any part of the railway or works of the Company by any person on foot, or on horseback, or as a carriageway, railroad, or tramroad, or for driving or conducting any animals thereon, and of prohibiting any use or interference by any person or persons with any part of the undertaking of the Company:

To levy tolls, rates, and duties for, or in respect of the use of the said intended railways and works, to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges:

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 intended railways of the Company; or to, from, or over the railways of the London and North-Western Railway Company, the Carnarvonshire Railway Company, and the Carnarvon and Llanberis Railway Company, or any, or either of them, and for ensuring all requisite or desirable facilities for those purposes; and in default of agreement, for referring to the Board of Trade, or to arbitration, the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities are to be afforded and effected, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies or 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 last-mentioned Companies, or either of them, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of railway and works, or any or either of them:

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 by the creation of new shares or stock in their undertaking, either with or without preference or priority, in payment of interest or dividend, and by borrowing on mortgage or bonds, or by any of those means:

To alter, amend, extend, and enlarge, and, if need be, to repeal all or some of the powers and provisions of the following Acts relating to the London and North-Western Railway Company (viz., 1 Will. 4, cap. 51; 2 and 3 Vict., cap. 69; 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156 and 198; 9 Vict., cap. 67; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380 and 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278 and 294; 11 and 12 Vict., caps. 58, 60 and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 160, 161, 205, 216 and 222; 17 and 18 Vict., caps. 201 and 204; 18 and 19 Vict., caps. 172 and 194; 19 and 20 Vict., caps. 52, 69 and 123; 20 and 21 Vict., caps. 64, 98 and 108; 21 and 22 Vict., caps. 130 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126 and 134; 23 and 24 Vict., caps. 77, 79 and 111; 24 and 25 Vict., caps. 28, 44, 60, 66, 110, 111, 123, 128, 130, 134, 208, 219 and 223; 25 and 26 Vict., caps. 55, 66, 86, 98, 104, 198, 208, and 209; 26 and 27 Vict., caps. 5, 77, 79, 103, 108, 110, 177 and 217; 27 and 28 Vict., caps. 62, 194, 196,

200, 220, 226, 263, 288, 296 and 309. The following Acts relating to the Nantlle Railway Company, viz.; 6 Geo. 4, cap. 63; 7 and 8 Geo. 4, cap. 3; 9 Geo. 4, cap. 62; the Carnarvonshire Railway Act, 1862; the Carnarvon and Llanberis Railway Act, 1864, and any other Act relating to those Companies, or any or either 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, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, together with a published map with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited on or before the thirtieth 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 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 thirtieth day of November, be deposited with the parish clerk of each such parish, at his place of abode, and in case of any extra-parochial place, with the parish clerk of some adjoining parish at his place of abode.

And notice is hereby further given, that printed copies of the said 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 9th day of November, 1864.

Edward Breese, Solicitor, Port Madoc.

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

In Parliament.—Session 1865.

Beddgelert Railway.

(Incorporation of Company; Power to make railways from Portmadoc to Beddgelert; Compulsory purchase of Lands; Tolls; Traffic Arrangements; Running Powers over the Festiniog 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 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, viz.:—A Railway (No. 1) commencing in the parish of Ynyscynhaiarn, and county of Carnarvon, by a junction with the authorized line of the Aberystwith and Welsh Coast Railway, in or near a field 50 yards or thereabouts west of a rock called Ynyscungidduan, and terminating in or near a field in the parish of Beddgelert, and county of Merioneth, in a field belonging to Mrs. Ormsby Gore, in the occupation of Robert Prichard, at or near a point being 310 yards or thereabouts of a point known as "Gelert's Grave," and 20 yards east of the river Glaslyn, and which said intended railway will pass from, in, through, or into the several townships, extra-parochial, and other places following, or some of them, that is to say: Ynyscynhaiarn, Llanfihangel-y-Pennant, Penmorfa, and Beddgelert, in the county of Carnarvon, and

Llanfrothen and Beddgelert, in the county of Merioneth.

A Railway (No. 2) commencing in the parish of Beddgelert, in the county of Merioneth, by a junction with, and at the point of termination of the last-described railway, and terminating in the parish of Beddgelert, and county of Carnarvon, at or near a point adjoining the boundary wall between the Hafod-y-Porth and the Hafod-y-Llan Estate, and four chains or thereabouts north of the turnpike-road leading from Beddgelert to Capel-curig.

A Railway (No. 3) wholly situate in the parish of Ynyscynhaiarn, and county of Carnarvon, commencing by a junction with the before-mentioned Railway No. 1, at or near a point three chains or thereabouts northwards of the hereinbefore described point of commencement of that railway, and terminating at or near a point on the Ballast Bank, on the south side of the public pier wharf at Portmadoc, and west of the Festiniog Railway station at Portmadoc.

And it is proposed by the said intended Act to confer on the Company to be thereby incorporated (hereinafter called "the Company") all necessary powers to effect the objects following or some of them, that is to say:

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.

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.

To levy tolls, rates, and duties for, or in respect of, the use of the said intended railways and works, to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

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 intended railways of the Company; or to, from, or over the railways of the Aberystwith and Welsh Coast 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 Aberystwith and Welsh Coast Railway Company is now authorized to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the last-mentioned 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 any or either of them.

To enable the Company, their officers, and servants, to run over, work, and use, with their engines and carriages, the Festiniog Railway, and to use the stations and works of that railway upon

such terms and conditions as may be agreed between the Companies, or as, in case of dispute or in default of agreement, may be determined by the Board of Trade.

To alter, amend, extend, and enlarge, and, if need be, to repeal the powers and provisions of the following Acts relating to the Aberystwith and Welsh Coast Railway Company, viz.:—24 and 25 Vic., cap. 181; 25 and 26 Vic., cap. 212; 26 and 27 Vic., caps. 141 and 179; and 27 and 28 Vic., cap. 147; and the Festiniog Railway Act, 1832.

And notice is hereby further given that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, together with a published map, with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, with the clerk of the peace for the county of Carnarvon, at his office in Carnarvon, in the said county, and with the clerk of the peace for the county of Merioneth, at his office at Dolgelly, in the said county; and that a copy of so much of the said plans and sections, and books of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his place of abode, and in case of any extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode.

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 9th day of November, 1864.

E. Bresse, Portmadoc, Solicitor.

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

In Parliament—Session 1865.

Pontypool, Caerleon, and Newport Railway.

(Incorporation of Company—Railway from Pontypool to Caerleon and Newport; Powers of Subscription, Construction, Maintenance, and Working and of Traffic, and other arrangements to and with the Great Western Railway Company and other Companies; User of portions of the Great Western Railway and the Monmouthshire Railway and Canal Company's Eastern Valleys Line; Power to lay down Narrow Gauge into Great Western Station at Waterloo; To purchase Caerleon Tramroad; To levy Tolls, Rates, and Duties; Facilities for Traffic; Amendment of Acts, &c.)

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

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

1. A railway, hereinafter referred to as Railway No. 1, commencing in the parish of Llanvihangel-

pontymoile and county of Monmouth, by a junction there with the Newport, Abergavenny and Hereford line of the Great Western Railway, one hundred yards or thereabouts south-west of the centre of the booking-office door of the Great Western Railway Company's Pontypool-road Station, and terminating in the parish of Christchurch, and county of Monmouth, by a junction there with the South Wales line of the Great Western Railway, one hundred and fifty yards or thereabouts westward of the mile-post on such railway indicating 158 miles from London.

2. A railway, hereinafter referred to as Railway No. 2, commencing in the parish of Llanvrechva Upper and county of Monmouth, by a junction there with the Newport, Abergavenny and Hereford line of the Great Western Railway, four furlongs or thereabouts south-west of the centre of the booking-office door of the Great Western Railway Company's Pontypool-road Station, and terminating in the parish of Panteague, and county of Monmouth, in a wood known as the Hollybush Wood, whereof Mrs. Capel Hanbury Leigh, and the trustees of Mrs. Capel Hanbury Leigh are the owners or reputed owners, and the Ebbw Vale Company (Limited) are the occupiers, by a junction there with Railway No. 1.

3. A railway, hereinafter referred to as Railway No. 3, commencing in the parish of Llanvihangel Llantarnam, and county of Monmouth, by a junction there with Railway No. 1, at or near the mile-post on the Caerleon tramroad indicating the distance of $3\frac{1}{2}$ miles from Caerleon, and terminating in the parish of Llanvihangel-Llantarnam, and county of Monmouth, at or near the farm house known by the name of Clomendy, whereof Edward Harris is the occupier, and on the eastern side of such farmhouse.

4. A railway, hereinafter referred to as Railway No. 4, commencing in the parish of Llanvihangel-Llantarnam, and county of Monmouth, by a junction there with Railway No. 3, at or about a point 120 yards or thereabouts north-westward of the mile-post on the Caerleon tramroad indicating the distance of $4\frac{1}{4}$ miles from Caerleon, and terminating in the same parish of Llanvihangel-Llantarnam, and county of Monmouth, by a junction there with the Eastern Valleys Railway of the Monmouthshire Railway and Canal Company, 200 yards, or thereabouts, northward of the centre of the booking-office door of the Monmouthshire Railway and Canal Company's Cwmbran Station.

5. A railway, hereinafter referred to as Railway No. 5, commencing in the parish of Llangattock, otherwise Llangattock-juxta-Caerleon, and county of Monmouth, on or near an embankment in the field numbered 313 on the tithe map, described as "Plan of the Parish of Llangattock-juxta-Caerleon, in the county of Monmouth," deposited at the Vicarage, at Caerleon, and terminating in the parish of Malpas, and county of Monmouth, by a junction there with the Eastern Valleys Railway of the Monmouthshire Railway and Canal Company, at or near a point 150 yards, or thereabouts, northwards of the mile-post indicating the distance of 2 miles from Newport, on such railway.

6. A railway, commencing in the said parish of Llangattock, otherwise Llangattock-juxta-Caerleon, and county of Monmouth, by a junction there with Railway No. 1, on or near an embankment in a field numbered 300 on the herein before-mentioned tithe map, and terminating in the said parish of Llangattock-juxta-Caerleon, and county of Monmouth, by a junction there with Railway No. 5, in or near a field numbered 316 on the herein before-mentioned tithe map.

7. A railway, hereinafter referred to as Railway No. 7, commencing in the parish of Christchurch,

and county of Monmouth, in a field numbered 429 on the tithe map described as "Plan of the parish of Christchurch, in the county of Monmouth," deposited at the Vicarage at Christchurch, and terminating in the parish of Christchurch, and county of Monmouth, at or near the South Wales line of the Great Western Railway, at or near the bridge carrying the South Wales Railway over the turnpike road from Newport to Chepstow.

8. A railway, hereinafter referred to as Railway No. 8, commencing in the parish of Llangattock, otherwise Llangattock-juxta-Caerleon, and county of Monmouth, in or near a field numbered 239 on the herein before-described tithe map, deposited at Caerleon, and terminating in the said parish of Llangattock, otherwise Llangattock-juxta-Caerleon, and county of Monmouth, in a field numbered 530 on such last-mentioned tithe map.

Which said several railways, and the works connected therewith, will be made and maintained, and will pass from, through, in, and into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say), Llanvihangel-pontymoile, Panteague, Llanvrechva, Llanvrechva Upper, Llanvrechva Lower, Llanvihangel-Llantarnam, Llangattock, Llangattock-juxta-Caerleon, Caerleon, Christchurch, and Malpas, all in the county of Monmouth.

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

And also for powers to enable the Great Western Railway Company, the London and North Western Railway Company, the Midland Railway Company, and the Monmouthshire Railway and Canal Company, or any of them, to make, maintain, use and work the herein before-described railways, and to subscribe for and hold shares in the Company to such an amount as may be prescribed in the said Bill or otherwise; and for either of such purposes to authorise those Companies, and each or any of them, to apply the monies which they have raised, or are authorised to raise, or to raise an additional or distinct capital by the creation of new shares, with or without preference or priority in the payment of dividends, and by mortgage, or by either of those means; and to keep in respect of such capital and the receipts and disbursements of and for the intended railways separate accounts, and to make a separate division of profits, and to guarantee a fixed or other dividend or interest on the capital of the

respective Companies, or on the monies applied in the construction of the intended railways.

Also to enable the Company, and the before-mentioned Companies, or any of them, to enter into contracts and arrangements with reference to the construction, working, maintenance, and use of the said intended railways and works, and as to the apportionment of the tolls in respect of traffic thereon, and the payments to be made by those Companies, or any or either of them, for working or using the same; and to enable those Companies, or any or either of them, to work and use such intended railways and works, or any part thereof, and to receive and levy rates and tolls in respect thereof.

Also, to empower the Company, and all companies, persons, and corporations, from time to time lawfully using the intended railways, or any of them, either by agreement or by arbitration, in case the parties differ about the same or otherwise, to run over, work and use, with their engines and carriages and for the purposes of their traffic of every description, so much of the lines of railway, stations, roads, platforms, water, water engines, sidings, machinery, works and conveniences of the South Wales line of the Great Western Railway Company, and the Eastern Valleys line of the Monmouthshire Railway and Canal Company, as are comprised in the portions thereof respectively following (that is to say):—

So much of the South Wales Railway as lies between the point where the intended Railway No. 1 will join the South Wales line of the Great Western Railway Company, and the station or junction of that railway at Waterloo, together with the use of such station or junction and the sidings and premises connected therewith, and the Newport stations of that Company, and the additional rails hereinafter mentioned, and to require the Great Western Railway Company to afford and render all facilities and services for the purposes aforesaid.

So much of the Eastern Valleys Railway of the Monmouthshire Railway and Canal Company as lies between the point where the intended Railway No. 5 will join the Eastern Valleys Railway and the Newport Docks, and all stations, sidings, junctions, works, and conveniences, on that portion of the Eastern Valleys Railway, and to require the Monmouthshire Railway and Canal Company to afford and render all facilities and services for the purposes aforesaid.

To enable the Company, or the Great Western Railway Company, to lay down upon and over the South Wales line belonging to that Company, from the junction therewith of the intended Railway No. 1 to the said Waterloo Station or junction of the Great Western Railway Company, and in and through that station and the Newport Station, and the sidings on and in that portion of the railway and stations, 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 authorise the purchase by the Company of the railway or tramway known by the name of the Caerleon Tramroad, and all the wharves, works, land, property, plant, rights, powers, privileges, and easements connected therewith, on such terms and at such periods as may be agreed upon or authorised by the Bill, and to authorise the Monmouthshire Railway and Canal Company, or other the company of proprietors owning such tramway, and all other persons or corporations interested therein, to sell and transfer accordingly.

To authorise the stopping up of all or any part of the said tramway, and the appropriation of the same or any part thereof, or any of its banks or works, and the relinquishment of the tramway or

any part thereof, or of any of the works, lands, rights, or easements connected therewith.

And it is also intended by the said Bill to require the Great Western Railway Company, and the Monmouthshire Railway and Canal Company, to receive, book, and invoice through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking-offices thereof, all traffic, of whatever description, coming from or destined for the undertaking of the Company, and to provide accommodation for the clerks and servants of the Company at the stations, upon such terms and conditions as may be agreed upon; or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and if need be, to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

And it is also intended to incorporate with the said Act "The Lands Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Act, 1863," and "The Railways Clauses Act, 1863," with any modifications thereof which may appear expedient.

And it is proposed by the said intended Act to repeal, amend, and enlarge the powers and provisions of the following and of any other Acts relating to the Great Western Railway Company, namely, "The Great Western Railway South Wales Amalgamation Act, 1863," "The Great Western Railway (West Midland Amalgamation) Act, 1863," and of the Acts, (Local and Personal) viz., 32 Geo. III., cap. 102; 37 Geo. III., cap. 100; 42 Geo. III., cap. 115; 8 and 9 Vic., cap. 169; 9 and 10 Vic., cap. 371; 11 and 12 Vic., cap. 120; 15 and 16 Vic., cap. 126; 16 and 17 Vic., cap. 195; 18 and 19 Vic., cap. 10; 24 and 25 Vic., cap. 218; and any other Act relating to the Monmouthshire Railway and Canal Company, 9 and 10 Vic., cap. 204; 25 and 26 Vic., cap. 208; and any other Act relating to the London and North Western Railway Company, 7 and 8 Vic., cap. 18, and any other Act relating to the Midland Railway Company; and 32 Geo. III., cap. 102, and any other Act or Acts relating to the tramway called the Caerleon Tramroad, or to the Company, or persons or person owning or interested in the same.

And notice is hereby also given, that plans and sections of the proposed railways and works, and describing the lands and houses which will or may be taken under the powers of the Bill, and 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 inst., be deposited for public inspection with the Clerk of the Peace for the county of Monmouth, at his office at Newport, 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

No. 22913.

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copies of the Bill for effecting the objects aforesaid will be deposited in the private Bill Office of the House of Commons.

Dated the 8th day of November, 1864.

Burchells, 5, Broad Sanctuary, Westminster.

R. J. Cathcart, Newport, Monmouth.

In Parliament—Session 1865.

Manchester Sheffield and Lincolnshire Railway.

(Widening of part of Manchester South Junction and Altrincham Railway, &c.)

(Construction of Railway from or near Knott Mill Station to Old Trafford Station—Compulsory purchase of Lands—Tolls—Power to the London and North-Western and Manchester South Junction and Altrincham Railway Companies to subscribe—Running Powers over part of London and North-Western Railway, and use of Stations—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 Manchester Sheffield and Lincolnshire Railway Company (hereinafter called "the Company") to make and maintain the railway hereinafter mentioned, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications connected therewith, that is to say—

A railway commencing in the township of Manchester, and parish of Manchester, in the county palatine of Lancaster, by a junction with the Manchester South Junction and Altrincham Railway, at or near the south-westerly side of the public highway leading from Deansgate to Chester-road, and called the Bridgewater Viaduct, at or near a certain chapel called the Knott Mill Independent Chapel, and terminating by a junction with the said Manchester South Junction and Altrincham Railway, in the township of Stretford, in the parish of Manchester, in the said county, at or near a point twenty-two yards or thereabouts to the south-west of the booking office of the Old Trafford Station of the said Manchester South Junction and Altrincham Railway, and which said intended railway will pass from, through, or into the several townships, parishes, and extra-parochial or other places following, viz., Manchester, Ardwick, Hulme, Stretford, and Chorlton, or some of them, all in the county palatine of Lancaster.

And by the said Act power will be sought to confer upon the Company all necessary powers for effecting the objects following, or some of them, that is to say,—

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 railway and works, or any of them.

To purchase, by compulsion, or otherwise, any 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, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railway and works.

To levy tolls, rates, and duties for or in respect of the use of the said intended railway and works; to grant exemptions from the payment of such tolls,

rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To authorise the Manchester South Junction and Altrincham Railway and the London and North-Western Railway Companies, or either of them, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended railway and works, or any part thereof, and to raise money by mortgages 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; and also to enable them to guarantee the payment of interest or dividend upon the whole or any portion of the capital of the Company to be expended in the construction of the said railway and works, 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 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, by the creation of new shares or stock in their undertaking, either with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage or bonds, or by any of those means.

To authorize 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 London and North-Western Railway as lies between the London-road Station of the said last-mentioned Company in Manchester, in the county of Lancaster, and the junction of that Railway with the Manchester, Sheffield, and Lincolnshire Railway at Ardwick Station, in the said county, with the use of the junction and junction-points connecting the London and North-Western Railway with the Lancashire and Yorkshire Railway near Ardwick Station aforesaid, and also so much of the London and North-Western Railway as lies between the junction of the Manchester South Junction and Altrincham Railway with the London and North-Western Railway near the bridge which carries that line over the River Irwell, in the parish of Manchester aforesaid, and the Ordsall-lane Station of that Company, with the use of such station, booking-offices, sidings, and other conveniences and accommodations thereto.

So far as may be necessary for all or any of the objects and 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 Manchester, Sheffield, and Lincolnshire Railway Company, viz.: 12 and 13 Vic. cap. 81; 13 and 14 Vic. cap. 94; 14 and 15 Vic. cap. 114; 15 and 16 Vic. caps. 83 and 144; 16 and 17 Vic. caps. 52 and 145; 18 and 19 Vic. caps. 91 and 129; 21 and 22 Vic. caps. 75 and 113; 22 and 23 Vic. cap. 5; 23 and 24 Vic. cap. 15; 24 and 25 Vic. caps. 66, 86, 156, and 113; 25 and 26 Vic. caps. 91, 98, 112, and 129; and 27 and 28 Vic. caps. 77, 78, and 320; the following Acts relating to the London and North-Western Railway Company, viz., 1 Wm. IV. cap. 51; 2 and 3 Vic. cap. 69; 8 and 9 Vic. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic. cap. 67; 9 and 10 Vic. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic. caps.

73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic. caps. 58, 60, and 130; 12 and 13 Vic. cap. 74; 13 and 14 Vic. cap. 36; 14 Vic. cap. 28; 14 and 15 Vic. cap. 94; 15 Vic. caps. 98 and 105; 16 and 17 Vic. caps. 97, 110, 157, 160, 161, 205, 216, 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. 28, 44, 60, 66, 110, 111, 123, 128, 130, 134, 208, 219, and 223; 25 and 26 Vic. caps. 55, 66, 86, 98, 104, 198, 208, and 209; 26 and 27 Vic. caps. 5, 77, 79, 103, 108, 110, 177, and 217; 27 and 28 Vic. caps. 62, 194, 196, 200, 220, 226, 263, 288, 296, and 309; the following Acts relating to the Manchester South Junction and Altrincham Railway Company, viz., 8 and 9 Vic. cap. 111; 10 and 11 Vic. cap. 73; 11 and 12 Vic. cap. 58; 21 and 22 Vic. cap. 136; 26 and 27 Vic. cap. 175, and any other Acts relating to those Companies respectively.

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 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 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 palatine of Lancaster, at his office in Preston, in the said county; and that a copy of the said plans and sections, and books of reference, 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 the parish of Manchester, at his place of abode.

And notice is hereby further given, that 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 9th day of November, 1864.

J. R. Lingard, Manchester, Solicitor for the Bill.

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

In Parliament—Session 1865.

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

(Power to make Railways from Workshop to Mansfield—Compulsory purchase of Lands—Tolls—Power to the Midland Railway Company to subscribe—Traffic arrangements—Running powers over part of Midland Railway, and use of Stations—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 Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called "the Company"), to make and maintain 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, viz.:—

A Railway (No. 1) commencing in the parish of Worksop or Worksop Manor, in the county of Nottingham, by a junction with the Manchester Sheffield and Lincolnshire Railway at or near a point on that railway 23 chains or thereabouts measured in a south-eastwardly direction from the public highway or road leading from Worksop to Gateford Common, where such road crosses the Manchester Sheffield and Lincolnshire Railway on a level, in the said parish of Worksop or Worksop Manor, and terminating in the parish of Mansfield, in the county of Nottingham, by a junction with the Mansfield and Nottingham branch of the Midland Railway, at a point 16 chains or thereabouts to the north-east of Sheeps Scour Bridge Lane, in the said parish of Mansfield, in or near a field there belonging to Thomas Henry Clarke Terry, and in the occupation of William Stenton Dickson, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, viz., Haggonfield or Hagginfield, Shireoaks, Worksop or Worksop Manor, Holbeck, Nether Langwith, Cuckney, Soucam or Sookholm, Warsop, Market Warsop, Church Warsop, Mansfield Woodhouse, Mansfield, and Sutton-in-Ashfield, all in the county of Nottingham, and Whitwell, Cuswell, and Belf or Belk, all in the county of Derby.

A Railway (No. 2) commencing in the parish of Worksop or Worksop Manor, in the said county of Nottingham, by a junction with the intended Railway No. 1, at or near a point one chain or thereabouts to the north-east of the Chesterfield Canal where such canal adjoins the south-westerly corner of a certain field in the said parish belonging to the Duke of Newcastle, and in the occupation of William Hudson, and about 21 chains in distance, in a south-westerly direction from the said level crossing of the public highway or road over the said Manchester Sheffield and Lincolnshire Railway leading from Worksop to Gateford Common, and terminating by a junction with the said Manchester Sheffield and Lincolnshire Railway at or near a point 18 chains or thereabouts north-westwardly of the said last-mentioned public highway or road, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, viz., Haggonfield or Hagginfield, all in the county of Nottingham, and Whitwell, Cuswell, and Belf or Belk, all in the county of Derby.

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 by the creation of new shares or stock in their undertaking, either with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage or bond or by any of those means.

To 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 intended railways of the Company, or to, from, or over the railways of the Midland Railway Company, or either of them, and for insuring all requisite or desirable facilities for those purposes, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies, or either of them, are now authorized to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To authorise the Midland Railway Company, out of their corporate or other funds, or out of the money to be raised under the powers of the said intended Act, to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended railways and works, or any part thereof, and to raise money by mortgage of any part of their undertaking for the purposes aforesaid, or any of them, and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act, and also to enable them to guarantee the payment of interest or dividend upon the whole or any portion of the capital to be expended in the construction of the said railways and works.

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 by the creation of new shares or stock in their undertaking, either with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage or bond or by any of those means.

To 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 intended railways of the Company, or to, from, or over the railways of the Midland Railway Company, or either of them, and for insuring all requisite or desirable facilities for those purposes, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies, or either of them, are now authorized 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 Midland Railway Company to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of railways and works, or any or either of them.

To authorize 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 Midland Railway as lies between Mansfield and Nottingham, and also to use the Mansfield and Nottingham and all intermediate stations of the Midland Railway Company between those places, with the booking-offices, sidings, works, and conveniences thereof, upon such terms and subject to such payments, and upon such conditions, as shall be mutually agreed upon, or as in case of dispute or in default of agreement shall be determined by arbitration.

So far as may be necessary for all or any of the purposes aforesaid, to alter, amend, extend, and enlarge, and if need be, to repeal the powers and provisions of the following Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, viz., 12 and 13 Vic. cap. 81; 13 and 14 Vic. cap. 94; 14 and 15 Vic. cap. 114; 15 and 16 Vic. caps. 83 and 144; 16 and 17 Vic. caps. 52 and 145; 18 and 19 Vic. caps. 91 and 129; 21 and 22 Vic. caps. 75 and 113; 22 and 23 Vic. cap. 5; 23 and 24 Vic. cap. 15; 24 and 25 Vic. caps. 66, 86, 156, and 113; 25 and 26 Vic. caps. 91, 98, 112, 129; and 27 and 28 Vic. caps. 77, 78, and 320. The following Acts relating to the Midland Railway Company, viz., 6 and 7 Wm. IV. cap. 107; 7 Wm. IV. and 1 Vic. cap. 23; 2 and 3 Vic. cap. 53; 4 and 5 Vic. cap. 13; 6 and 7 Wm. IV. cap. 78; 1

To purchase, by compulsion or otherwise, any lands or 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.

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

and 2 Vic. cap. 57; 3 and 4 Vic. cap. 130; 5 and 6 Vic. cap. 2; 9 Geo. IV. cap. 93; 4 and 5 Wm. IV. cap. 2; 2 and 3 Vic. cap. 56; 5 and 6 Vic. cap. 46; 6 and 7 Vic. cap. 54; 6 and 7 Wm. IV. cap. 14; 7 Wm. IV. 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 Wm. IV. cap. 35; 7 Wm. IV. 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. III. cap. 37; 10 and 11 Vic. cap. 191; 11 Geo. IV. and 1 Wm. IV. cap. 58; 3 and 4 Wm. IV. cap. 69; 9 and 10 Vic. caps. 243 and 311; 10 and 11 Vic. cap. 122; 6 and 7 Wm. IV. 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, 74; 27 and 28 Vic. caps. 19, 221, 230, 244, and 245, and any other Acts relating to those Companies.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with a published map, with the lines of the intended railways delineated thereon, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the thirtieth day of November instant with the Clerk of the Peace for the county of Nottingham, at his office in Newark, and with the Clerk of the Peace for the county of Derby, at his office at Derby, 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 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 thirtieth day of November be deposited with the parish clerk of each such parish, at his place of abode, and in case of any extra-parochial place, with the parish clerk of some adjoining parish at his place of abode.

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

Dated this 9th day of November, 1864.

J. R. Lingard, Manchester, Solicitor for the Bill.

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

In Parliament.—Session 1865.

Manchester, Sheffield, and Lincolnshire Railway.

(Extension to Liverpool.)

(Power to make a Railway from the Manchester South Junction and Altrincham Railway to the Garston and Liverpool Railway, with a Branch therefrom to the Stockport, Timperley, and

Altrincham Junction Railway—Compulsory purchase of Lands—Tolls—Power to the Great Northern, the London and North-Western, and the Midland Railway Companies to Subscribe—Running Powers over the Manchester South Junction and Altrincham Railway, and part of the London and North-Western Railway from London-road Station to Ardwick, and from the Junction of the Manchester South Junction and Altrincham Railway with the London and North-Western Railway near the bridge over the River Irwell to Ordsall-lane Station, and also over the Liverpool Central Station Railway, and use of Stations—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 Manchester Sheffield and Lincolnshire Railway Company (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, viz.,—

A Railway (No. 1) commencing in the township of Stretford, in the parish of Manchester, in the county palatine of Lancaster, by a junction with the Manchester South Junction and Altrincham Railway at or near a point 4 chains or thereabouts south-west of the booking-office of the Old Trafford Station on that railway, and terminating in the township of Garston and parish of Childwall, in the said county of Lancaster, by a junction with the Garston and Liverpool Railway, belonging to the Manchester Sheffield and Lincolnshire and Great Northern Railway Companies, at or near a point measured along that line 28 chains or thereabouts north-west of the junction of that railway with the Warrington and Garston Railway in the said township and parish, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following or some of them, that is to say,—Manchester, Stretford, Eccles, Chorlton, Barton-upon-Irwell, Flixton, Urmston, Davyhulme, Lostock, Croft, Higher Irlam, Lower Irlam, Cadishead, Glazebrook, Rixton, Rixton-cum-Glazebrook, Risley, Culcheth, Woolston, Worsley-cum-Martinscroft, Poulton, Poulton-with-Fearnhead, Orford, Prescott, Littleton, Houghton, Warrington, Littleton, Littleton, Tarbock, Childwall, Harefield, Sankey, Bold, Much, Winwick, Allerton, and Garston, all in the county of Lancaster.

A Railway (No. 2) commencing at or near a point of Barton-on-Irwell, in the parish of Barton-on-Irwell, in the county palatine of Lancaster, by a junction with the proposed Railway No. 1, at or near a point in or near a certain field or piece of moss land belonging to George Valentine, John Bradburn, and James Bradburn, trustees under the will of the late Richard Bent, and at present unoccupied, and lying between Cadishead Moss and Lord-lane, and about 14 chains to the east of Glazebrook river, and terminating in the township of Timperley, in the parish of Bowden, and county palatine of Chester, by a junction with the authorised line of the Stockport, Timperley, and Altrincham Junction Railway at or near a point 23 chains or thereabouts, measured in an easterly direction, from the centre of the bridge which carries the said Stockport, Timperley, and Altrincham Junction Railway over the Manchester South Junction and Altrincham Railway, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them; in the

county palatine of Lancaster, viz.,—Eccles, Barton-on-Irwell, Rixton, Rixton-cum-Glazebrook, Higher Irlam, Lower Irlam, and Cadishead, and from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, in the county palatine of Chester, viz.,—Timperley, Bowden, Altrincham, Sale, Partington, Carrington, Sinderland within Dunham Massey, Dunham Massey, and Ashton-upon-Mersey.

And it is proposed by the said intended Act to confer on the Company all necessary powers to effect the objects following, or some of them, that is to say—

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.

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.

To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, to grant exemptions from the payment of such tolls, rates, and duties, and to confer, vary or extinguish other rights and privileges.

To authorise the Great Northern Railway Company, the London and North-Western 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 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 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 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 by the creation of new shares or stock in their undertaking, either with or without preference or priority of interest or dividends, and by borrowing on mortgage or bonds, or by any of those means.

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 intended railways of the Company, or to, from, or over the Manchester South Junction and Altrincham Railway, the Great Northern Railway, the London and North-Western Railway, and the Midland Railway, or some or all or either of them, and for insuring all requisite or desirable facilities for those purposes, 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 last-mentioned Companies, or any or either of them, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of railway and works, or any or either of them.

To 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 Manchester South Junction and Altrincham Railway, the Liverpool Central Station Railway, with the several booking offices, stations, sidings, watering places, turntables, and other conveniences connected with such lines, and also so much of the London and North-Western Railway as lies between the London-road Station of that railway and the junction of that railway with the Manchester Sheffield and Lincolnshire Railway at Ardwick, in the county of Lancaster aforesaid, with the use of the junction and junction points connecting the London and North-Western Railway with the Lancashire and Yorkshire Railway, near Ardwick Station, and also so much of the London and North-Western Railway as lies between the junction of the Manchester South Junction and Altrincham Railway with the London and North-Western Railway near the bridge which carries that line over the River Irwell, in the parish of Manchester, and the Ordsall-lane Station of that Company, together with the use of such station, booking-offices, sidings, and conveniences thereto, upon such terms, and subject to such payments, and upon such conditions as shall be mutually agreed upon, or as in case of dispute, or in default of agreement, shall be determined by arbitration.

And so far as may be necessary for all or any of the purposes aforesaid, to alter, amend, extend, and enlarge, and if need be, to repeal the powers and provisions of the following Acts relating to the Manchester Sheffield and Lincolnshire Railway Company, viz., 12 and 13 Vic. cap. 81; 13 and 14 Vic. cap. 94; 14 and 15 Vic. cap. 114; 15 and 16 Vic. caps. 83 and 144; 16 and 17 Vic. caps. 52 and 145; 18 and 19 Vic. caps. 91 and 129; 21 and 22 Vic. caps. 75 and 113; 22 and 23 Vic. cap. 5; 23 and 24 Vic. cap. 15; 24 and 25 Vic. caps. 66, 86, 156, and 113; 25 and 26 Vic. caps. 91, 98, 112, and 129; and 27 and 28 Vic. caps. 77, 78, and 320. The following Acts relating to the Great Northern Railway Company, viz., 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; 26 and 27 Vic. caps. 147, 191, and 203; and 27 and 28 Vic. caps. 49, 124, 202, 212, 242, and 243. The following Acts relating to the London and North Western Railway Company, viz., 1 Wm. IV. cap. 51; 2 and 3 Vic. cap. 69; 8 and 9 Vic. caps. 36, 37, 43, 103, 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. 28, 44, 60, 66, 110, 111, 123, 128, 130, 134, 208, 219, and 223; 25 and 26 Vic. caps. 55, 66, 86, 98, 104, 198, 208, and 209; 26 and 27 Vic. caps. 5, 77, 79, 103, 108, 110, 177, and 217; 27 and 28 Vic. caps. 62, 194, 196, 200, 220, 226, 263, 288, 296, and 309. The following Acts relating to the Midland Railway Company, viz., 6 and 7 Wm. IV. cap. 107; 7 Wm. IV. and 1 Vic. cap. 23; 2 and 3 Vic. cap. 53; 4 and 5 Vic. cap. 13; 6 and 7 Wm. IV. cap. 78; 1 and 2 Vic. cap. 57; 3 and 4 Vic. cap. 130; 5 and 6 Vic. cap. 2; 9 Geo. IV. cap. 93; 4 and 5 Wm. IV. cap. 2; 2 and 3 Vic. cap. 56; 5 and 6 Vic. cap. 46; 6 and 7 Vic. cap. 54; 6 and 7 Wm. IV. cap. 14; 7 Wm. IV. 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 Wm. IV. cap. 35; 7 Wm. IV. 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. III. cap. 37; 10 and 11 Vic. cap. 191; 11 Geo. IV. and 1 Wm. IV. cap. 58; 3 and 4 Wm. IV. cap. 69; 9 and 10 Vic. caps. 243 and 311; 10 and 11 Vic. cap. 122; 6 and 7 Wm. IV. 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, 203, 254, 255, and 340; 10 and 11 Vic. caps. 135 and 150; 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. 57, 106, and 139; 25 and 26 Vic. caps. 81 and 91; 26 and 27 Vic. caps. 74, 114, 132, 182, 183, and 203; 27 and 28 Vic. caps. 19, 221, 230, 231, 244, and 245. The following Acts relation to the Manchester South Junction and Altrincham Railway Company, viz., 8 and 9 Vic. cap. 111; 10 and 11 Vic. cap. 73; 11 and 12 Vic. cap. 58; 21 and 22 Vic. cap. 136; and 26 and 27 Vic. 175; the Garston and Liverpool Railway Act, 1861; and the Liverpool Central Station Railway Act, 1864, or any other Acts relating to those Companies.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with a published map with the lines of the intended railways delineated thereon, and a copy of this Notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the county palatine of Lancaster, at his office, in Preston, in the said county, and with the Clerk of the Peace for the county palatine of Chester, at his office, in Chester, in the said county; and that a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this

Notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his place of abode, and in case of any extra-parochial place, with the parish clerk of some adjoining parish at his place of abode.

And notice is hereby further given, that printed copies of the 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 9th day of November, 1864.

J. R. Lingard, Manchester, Solicitor for the Bill.

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

In Parliament—Session 1865.

Manchester Central Station and Railway.

(Incorporation of Company—Power to make a Railway from the Manchester South Junction and Altrincham Railway to Manchester, with a Central Station there—Compulsory Purchase of Lands—Tolls—Power to the Manchester Sheffield and Lincolnshire, the Great Northern, the London and North Western, and the Midland Railway Companies to subscribe—Traffic Arrangements—Running Powers over the Manchester South Junction and Altrincham Railway and use of Stations—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, and to enable them to make and maintain the railway hereinafter mentioned, together with a Central Station in Manchester, and all other necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, viz :—

A railway to be wholly situate in the township of Manchester, in the parish of Manchester, in the county palatine of Lancaster, commencing by a junction with the main line of the Manchester South Junction and Altrincham Railway (leading to Altrincham), at or near a point $2\frac{1}{2}$ chains or thereabouts distant in a westerly direction from the outer angle of the junction of the parapet wall which separates the main line of the Manchester South Junction and Altrincham Railway from the Branch of the same Line leading to Ordsall-lane Station on the London and North-Western Railway, and terminating at or near Blackfriars-street on the southwardly side thereof, about one chain in distance from the westerly side of Deansgate where such street crosses Blackfriars-street at right angles.

And it is proposed by the said intended Act to confer on the Company to be incorporated (hereinafter called "the Company") all necessary powers to effect the objects following, or some of them, that is to say—

To make and maintain a road or street to be wholly situate in the said township and parish of Manchester, commencing from and out of Bridge-street on the north side thereof, at or near a point 60 yards or thereabouts to the east of Windmill-street, and terminating in the street called South-parade on the south side thereof, at its junction with the street called South-gate and St. Mary's-gate.

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 or 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 railway road, station, and works, or any of them.

To purchase, by compulsion or otherwise, any lands and houses for the purposes of the said intended railway road, station, 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 railway road, station, and works, or any of them.

To levy tolls, rates, duties, and charges, for or in respect of the use of the said intended railway road, station, and works, to grant exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To authorise the Manchester Sheffield and Lincolnshire Railway Company, the Great Northern Railway Company, the London and North-Western 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 subscribe for or towards the making, maintenance, working, and using the said intended railway road, station, and works, or any part thereof; and to raise money, by mortgage of any part of their respective undertakings, for the purposes aforesaid, or any of them, and to increase their capital, by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act to enable such Company or Companies so subscribing to guarantee the payment of interest or dividend upon the whole or any portion of the capital of the Company, and to exercise certain rights and privileges with reference to the intended Company, as to the appointment of Directors or otherwise, as may be prescribed by the said intended Act.

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 intended railway of the Company, or to, from, or over the Manchester South Junction and Altrincham Railway, the Manchester Sheffield and Lincolnshire Railway, the Great Northern Railway, the London and North-Western Railway, and the Midland Railway, or either or any of them, and for insuring all requisite or desirable facilities for those purposes, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies, or either of them, are now authorised to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the last-mentioned Companies, or either or any of them, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of railway 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 Manchester South Junction and Altrincham Railway; and also to use the several stations, booking-offices, sidings, works, and conveniences thereof, upon such terms and subject to such payments, and upon such conditions as shall be mutually agreed upon, or as in case of dispute or

in default of agreement shall be determined by arbitration.

And so far as may be necessary for all or any of the purposes aforesaid, to alter, amend, extend, and enlarge, and if need be to repeal the powers and provisions of the following Acts relating to the Manchester Sheffield and Lincolnshire Railway Company, viz.,—12 and 13 Vic. cap. 81; 13 and 14 Vic. cap. 94; 14 and 15 Vic. cap. 114; 15 and 16 Vic. caps. 83 and 144; 16 and 17 Vic. caps. 52 and 145; 18 and 19 Vic. caps. 91 and 129; 21 and 22 Vic. caps. 75 and 113; 22 and 23 Vic. cap. 5; 23 and 24 Vic. cap. 15; 24 and 25 Vic. caps. 66, 86, 156, and 113; 25 and 26 Vic. caps. 91, 98, 112, and 129, and 27 and 28 Vic. caps. 77, 78, and 320; the following Acts relating to the Great Northern Railway Company, viz.,—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; 26 and 27 Vic. caps. 147, 191, and 203; and the 27 and 28 Vic. caps. 49, 124, 202, 212, 242, and 243; the following Acts relating to the London and North-Western Railway Company, viz.,—1 Wm. IV. cap. 51; 2 and 3 Vic. cap. 69; 8 and 9 Vic. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic. cap. 67; 9 and 10 Vic. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 173, 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. 28, 44, 60, 66, 110, 111, 123, 128, 130, 134, 208, 219, and 223; 25 and 26 Vic. caps. 55, 66, 86, 98, 104, 198, 208, and 209; 26 and 27 Vic. caps. 5, 77, 79, 103, 108, 110, 177, and 217; 27 and 28 Vic. caps. 62, 194, 196, 200, 220, 226, 263, 288, 296, and 309; the following Acts relating to the Midland Railway Company, viz.,—6 and 7 Wm. IV. cap. 107; 7 Wm. IV. and 1 Vic. cap. 23; 2 and 3 Vic. cap. 53; 4 and 5 Vic. cap. 13; 6 and 7 Wm. IV. cap. 78; 1 and 2 Vic. cap. 57; 3 and 4 Vic. cap. 130; 5 and 6 Vic. cap. 2; 9 Geo. IV. cap. 93; 4 and 5 Wm. IV. cap. 2; 2 and 3 Vic. cap. 56; 5 and 6 Vic. cap. 46; 6 and 7 Vic. cap. 54; 6 and 7 Wm. IV. cap. 14; 7 Wm. IV. 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 Wm. IV. cap. 35; 7 Wm. IV. 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. III. cap. 37; 10 and 11 Vic. cap. 191; 11 Geo. IV. and 1 Wm. IV. cap. 58; 3 and 4 Wm. IV. cap. 69; 9 and 10 Vic. caps. 243 and 311; 10 and 11 Vic. cap. 122; 6 and 7 Wm. IV. 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 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, and 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, 132, 203, and 74; 27 and 28 Vic. caps. 19, 221, 230, 231, 244, and 245; the following Acts relating to the Manchester South Junction and Altrincham Railway Company, viz.—8 and 9 Vic. cap. 111; 10 and 11 Vic. cap. 73; 11 and 12 Vic. cap. 58; 21 and 22 Vic. cap. 136; and 26 and 27 Vic. cap. 175, or any other Acts relating to those Companies.

And notice is hereby further given, that duplicate plans and sections of the said intended Railway road and works, and of the lands and houses proposed to be taken for the purposes of the said Bill, 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 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 palatine of Lancaster, at his office in Preston, in the said county; and that a copy of the said plans and sections, and books of reference, 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 the said parish of Manchester, at his place of abode.

And notice is hereby further given that 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 9th day of November, 1864.

J. R. LINGARD, Manchester,

Solicitor for the Bill.

WYATT & METCALFE,
28, Parliament-street, Westminster,
Parliamentary Agents.

In Parliament—Session 1865.

Knutsford and Warrington Railway.

(Incorporation of Company—Power to make Railways from Knutsford to Warrington—Compulsory Purchase of Lands, Tolls—Power to the London and North-Western Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Great Northern Railway Company, the Midland Railway Company, and the North Staffordshire 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 works, stations, approaches, bridges, roads, or communications in connection therewith, that is to say—

Railway No. 1.

A railway, commencing in the parish of Nether Knutsford, in the county of Chester, by a junction with the centre line of the Cheshire Midland Railway, at or near a point on such railway distant 40 yards, or thereabouts, measured in a

south westerly direction along the said railway, from the south westerly entrance to the tunnel leading to the station of the said railway, at Nether Knutsford aforesaid, and terminating in the parish of Grappenhall, in the said county of Chester, at a point in or near a certain field, called "Further Brookfield," belonging to William Hall, and occupied by William Bellhouse, and the trustees and executors of the late John Bellhouse, namely, Wainwright Bellhouse, William Bellhouse, and Alfred Henry Midwood, which field is in part bounded on the south westerly side thereof by a field called "Near Brook Field," belonging to the said William Hall, and occupied by the said William Bellhouse and the said trustees, and by other part thereof by a certain field called "Far Meadow," belonging to Thomas Greenall, clerk, and occupied by John Mainwaring, and on the north westerly side thereof by a certain field called "Half Acre," belonging to the said Thomas Greenall, and occupied by the said John Mainwaring; on the north easterly side thereof by a certain field called "Kenney Field," belonging to the said William Hall, and occupied by the said William Bellhouse and the said trustees; and on the south easterly side thereof by a brook or stream called "Godley Ford Brook," and which said point is distant 14 yards or thereabouts, measured in a north westerly direction from the middle of the said brook or stream, 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: Nether Knutsford, Bexton, Rostherne, Over Tabley, Mere, High Leigh, Great Budworth, Aston-by-Budworth, Hull and Appleton, Crowley, Lymm, and Grappenhall, all in the county of Chester.

Railway No. 2.

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

Railway No. 3.

A railway, commencing in the said parish of Grappenhall, by a junction with the said first mentioned intended railway (No. 1), at or near the hereinbefore described termination thereof, and terminating by a junction with the Warrington and Stockport Railway, at or near a point on such railway, distant 30 yards, or there-

abouts, measured in an easterly direction along the said last-mentioned railway, from the gate-keeper's house at the level crossing in the said parish of Grappenhall, carrying the said turnpike road from Knutsford to Warrington across the said Warrington and Stockport Railway, and which said intended railway will be wholly situate in the said parish of Grappenhall, in the county of Chester.

Railway No. 4.

A railway, commencing in the said parish of Grappenhall, by a junction with the said first mentioned intended railway (No. 1), at or near the hereinbefore described termination thereof, and terminating in the parish of Warrington, in the county of Lancaster, at a point in a certain garden or orchard belonging to Thomas Richard Shepherd, and the devisee in trust under the will of the late James Lawrinson, namely, Richard Rudyard, and occupied by Thomas Lawrinson, which said orchard or garden is bounded on the southerly side thereof by a certain field or piece of arable or garden ground belonging to William John Leigh, Esquire, and occupied by John Hewitt, on the easterly side thereof by a certain field or piece of arable ground called "Little Acre," belonging to John Ireland Blackburne, Esquire, and occupied by James Kerfoot, on the northerly side thereof by a certain piece of garden ground belonging to the said Thomas Richard Shepherd and the trustees of Martha Rothwell, the wife of Edward Rothwell, namely, Luke Boardman and John Smith, and occupied by Richard Hulmes, John Taylor, John Fryer, John Barlow, William Stephens, and Samuel Milner, and on the westerly side thereof by a certain street or highway called "Dallam Lane," and which said last mentioned point is distant 77 yards, or thereabouts, measured in an easterly direction from the curb or edging stone of the footpath on the westerly side of "Dallam Lane" aforesaid, and which said intended railway will pass in, through, or into, the several parishes, townships, extra-parochial places following, that is to say, Grappenhall and Latchford, in the county of Chester, and Warrington, Poulton-with-Fernhead, and Padgate, in the county palatine of Lancaster.

And it is proposed by the said intended Act to confer upon the Company to be incorporated by the said Act (hereinafter called "the Company") power to effect the objects following, or some of them, that is to say:—

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.

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.

To levy tolls, rates, and duties for, or in respect of, the use of the said intended railways and works, to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges. To authorize the London and North Western Railway Company, the Manchester,

Sheffield, and Lincolnshire Railway Company, the Great Northern Railway Company, the Midland Railway Company, and the North Staffordshire Railway Company, or any or either of them, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in, and to subscribe for, or towards the making, maintaining, working, and using the said intended railways and works, or any part thereof, and to raise money by mortgage of any part of their undertakings for the purposes aforesaid, or any of them, and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends or by such other ways and means as may be prescribed in the proposed Act, to enable such Company so subscribing to guarantee the payment of interest or dividend upon the whole or any portion of the capital of the Company, and to exercise certain rights and privileges with reference to the intended Company as to the appointment of directors or otherwise as may be prescribed by the said intended Act.

To provide for the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended railways of the Company, or to, from, or over the railways of the before mentioned Companies, or any of them, now constructed or authorized to be constructed, and now or hereafter belonging jointly or severally to or under the joint or several management or regulation of any or either of them, their lessees, or assigns; or from, to, or over the railways referred to in the "Birkenhead Railway (Vesting) Act, 1861," as the Birkenhead Railway, or any part or parts 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 so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies, or either of them, are now authorised to take; and to confer, vary, or extinguish exemptions from the payment thereof; and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the last-mentioned Companies, or any of them, and any Company which may be incorporated in the next session of Parliament, for making a railway or railways between Knutsford and Macclesfield, or any of them, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of railway, or either of them.

To alter, amend, extend, and enlarge, and, if need be, to repeal some of the powers and provisions of the following Acts relating to the London and North Western Railway Company, viz.: 1 William IV., cap. 51; 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, 183, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 53, 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, 62, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vic., caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, 209; 26 and 27 Vic., caps. 5, 79, 108, 110, 127, 152, 177, and 217; and 27 and 28 Vic., caps. 62, 194, 196, 200, 220, 226, 263, 288, 296, and 309; also the following Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, viz.: 12 and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; 22 and 23 Vic., cap. 5; 24 and 25 Vic., caps. 35, 66, 86; 25 and 26 Vic., caps. 91, 98, 112, and 129; and 27 and 28 Vic., caps. 77, 78, and 320; and the following Acts relating to the Great Northern Railway Company: 9 and 10 Vic., caps. 71 and 88; 10 and 11 Vic., caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Vic., caps. 62, 71, and 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 45 and 114; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 22 Vic., cap. 35; 23 and 24 Vic., cap. 168; 24 and 25 Vic., cap. 70; 25 and 26 Vic., cap. 1; 26 and 27 Vic., caps. 147, 191, and 203; 27 and 28 Vic., caps. 49, 124, 202, 212, 242, and 243; also the following Acts relating to the Midland Railway Company, viz.: 6 and 7 Will. IV., cap. 107; 7 Will. IV., and 1 Vic., cap. 23; 2 and 3 Vic., cap. 53; 4 and 5 Vic., cap. 13; 6 and 7 Will. IV., cap. 78; 1 and 2 Vic., cap. 57; 3 and 4 Vic., cap. 130; 5 and 6 Vic., cap. 2; 9 Geo. IV., cap. 93; 4 and 5 Will. IV., cap. 2; 2 and 3 Vic., cap. 56; 5 and 6 Vic., cap. 46; 6 and 7 Vic., cap. 54; 6 and 7 Will. IV., cap. 14; 7 Will. IV. 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. IV., cap. 35; 7 Will. IV. 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. III., cap. 37; 10 and 11 Vic., cap. 191; 11 Geo. IV. and 1 Will. IV., cap. 58; 3 and 4 Will. IV., cap. 69; 9 and 10 Vic., caps. 243 and 311; 10 and 11 Vic., cap. 122; 6 and 7 Will. IV., 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, and 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, 182, 182, 203, and 74; 27 and 28 Vic., caps. 19, 221, 230, 231, 244, and 245; and the following Acts relating to the North Staffordshire Railway Company, viz.: 9 and 10 Vic., caps. 84 and 85; 10 and 11 Vic., cap. 108; 11 and 12 Vic., caps. 66 and 88; 13 and 14 Vic., cap. 55; 17 and 18 Vic., cap. 194; 22 and 23 Vic., cap. 126; 23 Vic., cap. 42; 24 and 25 Vic., cap. 71; 26 and 27 Vic., cap. 158; and 27 and 28 Vic., caps. 113, 232, 303, and 309; also the following Acts relating to the Cheshire Midland Railway Company, viz.: 23 and 24 Vic., cap. 90; 24 and

25 Vic., cap. 113; 26 and 27 Vic., cap. 147; 27 and 28 Vic., cap. 78; and the following Acts relating to the Warrington and Stockport Railway Company, viz.: 14 and 15 Vic., cap. 71; 16 and 17 Vic., caps. 122 and 218; and 21 and 22 Vic., cap. 150; and any other Act or Acts relating to those Companies.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, of such lands and houses, together with a published map, with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, in that county; and with the Clerk of the Peace for the county of Chester, at his office at Chester, in that county; and that a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his place of abode, and in case of any extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode.

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 10th day of November, 1864.

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

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

In Parliament—Session 1865.

Carnarvonshire Railway.

(Extension of time for Compulsory Purchase of Lands, and Completion of Railway; 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, and to pass an Act for the following, or some of the following, among other purposes:—

To extend the time limited for the compulsory purchase of lands and houses, authorised to be taken by "The Carnarvonshire Railway Act, 1862," for the construction of the railway and works by that Act authorised to be made; and to extend the time limited for the completion of the railway.

To alter, amend, extend, enlarge, or repeal all or some of the powers and provisions of the Act (Local and Personal) 25 and 26 Vic., cap. 202, relating to the Company,

And notice is hereby further 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 9th day of November, 1864.

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

Perth General Railway Station, Scottish Central, Scottish North Eastern, North British, and Inverness and Perth Junction Railway Companies.

(Enlargement and improvement of the General Railway Station at Perth; Amendment and Extension of Powers, and Incorporation of the Joint Committee; Powers to raise Capital; Construction of additional Lines and Sidings; Extension of Limits of Station; Vesting and Appropriation of existing and proposed Works; Disposal of Land held for Station Purposes; Purchase of additional Lands; Erection of Station Hotel; Joint and separate Powers to the Railway Companies interested in the said Station; Powers to raise 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, for an Act to authorize all or some of the several objects and purposes hereinafter mentioned, and to confer all necessary powers for effecting the same; that is to say:

To incorporate the Joint Committee constituted for the maintenance, management, and control of the General Railway Station at Perth, and to vest in such Joint Committee as a body corporate the whole of the said General Station at Perth, within the limits thereof, as defined by the Scottish Central Railway Consolidation Act, 1859, including the ground, sheds, and works used as a goods and mineral station, and occupied by the Scottish Central and North British Railway Companies, and also all lands or buildings now held for the purposes of the said General Station, and all approaches and accesses to the said station authorized by the said Act of 1859, and also the main lines of the Scottish Central Railway through the said station which were excepted therefrom by the said Act of 1859, and also all the additional lands, buildings, railways, and sidings now proposed to be added to the said General Station and made part thereof, and to enable the said Joint Committee to take all measures which may be deemed necessary and proper for the extension, enlargement and improvements of the said General Station, to fix and determine upon the plans and arrangements required for the accomplishment of the said objects, to enable the said Joint Committee to purchase and hold lands and buildings, to execute works, and to raise by borrowing or otherwise such funds as may be necessary to defray the expenses of all such extensions, enlargements, and improvements of the said General Station as the said Committee may originate and execute, and to apportion the amount of such expenses and all costs incident thereto, and the interest of all money borrowed for such purposes among the several Railway Companies holding interests in the said General Station, in such proportions as the said Joint Committee may think just and reasonable, or as may be prescribed by the said Act; and to require and enforce payment of the same either in sums in gross or by annual payments as the said Joint Committee shall direct.

To enable the said Joint Committee to construct and maintain the following railways and works, or some of them; that is to say:—

1st. A line of railway to pass by the west side of the General Station Building at Perth, commencing by a junction with the existing western lines or sidings of the Scottish Central Railway, at a point thereon 300 yards, or thereby, measured southwards from the northern wall of St. Leonard's Bridge, being the southern limit of the said General Station in the East Church parish of Perth, and

terminating by a junction with the main line of the Scottish Central Railway, at a point thereon 23 yards, or thereby, measured southwards from the southern wall of Glasgow-road Bridge over the Scottish North-Eastern Railway, being in the East Church parish of Perth, and all in the said East Church parish and West Church parish of Perth, in the county of Perth.

2nd. A line of railway and sidings, such line of railway diverging out of the railway first described, at a point thereon 20 yards; or thereby, northward from the said northern wall of St. Leonard's Bridge, in the West Church parish of Perth, and terminating at a point on ground belonging to the Scottish Central Railway Company, upon the north-west of the said General Station, in the East Church parish of Perth, 20 yards, or thereby, north-westwards from the north-west corner of the Station buildings of the said General Station, all in the said parishes of West Church and East Church, in the county of Perth.

3rd. A connecting railway, commencing by a junction with the lines of the railway first above described, at a point thereon 87 yards, or thereby, measuring southwards from the said northern wall of St. Leonard's Bridge, in the West Church parish of Perth, and terminating by a junction with a siding of the North British Railway Company, which leads to their engine shed upon the western side of the Scottish Central Railway, at a point on the said siding 7 yards, or thereby, northward of the face of the north-west abutment of the railway bridge over Craigieburn, in the same parish, and all in the said parish of West Church, and county of Perth.

4th. The widening, enlargement, and extension of the platform of the said General Station at Perth, and the construction therein of additional and extended dock lines of railway, with all proper works and conveniences connected therewith, which widening, enlargement, and extension will commence at the southern end of the said platform, and terminate on the ground now occupied by the railway sidings belonging to the said Scottish Central Railway Company, beyond the present limits of the said station, at a point 40 yards, or thereby, northward of the northern end of the station, shed, or building of the said General Station, all situated in the said East Church parish of Perth, and county aforesaid.

And it is also proposed by the said intended Act to confer on the said Joint Committee powers for all or some of the following purposes, namely:—

To extend the limits of the said General Station as defined by section 61 of "The Scottish Central Railway Consolidation Act, 1859," so as to include within such General Station so much of the lines and sidings of the Scottish Central Railway Company as is situated between the present northern limits of the said General Station and the junction of the said lines of the Scottish Central Railway with the lines of the Scottish North-Eastern Railway, at or near to the said Glasgow-road Bridge; all in the said East Church parish and county of Perth, which said extended limits or boundaries are more clearly defined on the plans to be deposited as hereinafter mentioned.

To authorize the said Joint Committee to sell and dispose of so much of the lands, sheds, and

works held by them or by the Scottish Central Railway Company and North British Railway Company, for the purposes of the said General Station, as is situated between the line of the Dundee, Perth, and Aberdeen Railway, and the road leading from Perth, over St. Leonard's Bridge, by Carr's Croft, to Craigie, situated in the said West Church parish of Perth, or partly in the East Church parish of Perth, and county aforesaid, and now occupied as a goods and mineral station, and to convey to the Scottish Central Railway Company such portion of the said lands adjoining to the line of the Dundee, Perth, and Aberdeen Railway, as may be necessary for laying down two additional lines of rail along the said Dundee, Perth, and Aberdeen Railway, and to convey the remaining portion of such lands, and the sheds and works, to the North British Railway Company, for the purposes of a goods and mineral station, and upon any such conveyance to vest the lands so conveyed in the persons or Company entitled thereto under such conveyance, and to divest the Company or Companies or persons in whom such lands were vested prior to such conveyance of all present or future estate or interest therein.

To authorize the said Joint Committee to erect and maintain a Station Hotel, with all proper offices and conveniences connected therewith, upon lands within the limits of and for the purposes of the said General Station, and to make all necessary approaches thereto.

To enable the said Joint Committee to purchase and take compulsorily, or otherwise, additional lands for the purposes of the said General Station, or incident thereto, situated in the said East Church parish of Perth aforesaid, and county of Perth, at the north-east corner of the said General Station, bounded on the south by the station grounds, on the west by the lines or sidings of the Scottish Central Railway, and on the north and east by lands or buildings belonging to the Scottish Central Railway Company, such lands so to be taken being 148 feet, or thereby, from north to south, and 96 feet, or thereby, from east to west.

To authorize the said Joint Committee to stop up so much of the road leading from the north end of Glover-street, in Perth, northward to the turnpike-road from Perth to Auchterarder (commonly called the Glasgow-road) as is situated between the said street and road, and also to stop up so much of the road leading westward from the south-west corner of the Town Manure Depôt as is situated between the first-mentioned road and a point on the new line of road hereinafter described, 87 yards, or thereby, measuring westward along the last-mentioned road, to be stopped up from the said south-west corner of the said Manure Depôt, and to use the site of the roads so stopped up (all in the East Church parish of Perth) for purposes connected with the said General Station, and to authorize the said Joint Committee, in lieu of the said road from Glover-street to Glasgow-road, so stopped up, to make a new line of road, commencing at the north end of Glover-street aforesaid, in the said East Church parish, and passing through or into the same parish and through the parish of Tibbermore, and terminating by a junction with the said Glasgow-road at a point thereon five yards eastward of the north-east corner of the wall or inclosure of the eastern yard or recreation ground of the Poor's House of the town of Perth, in the said East Church parish of Perth, which said road will be partly in the Royal Burgh of Perth, and all in the county of Perth, and to subject the Commissioners or Trustees now liable to the repair of the roads so

to be stopped up to the repair of the said intended new or substituted road; and also to empower the Joint Committee to purchase and take compulsorily, or otherwise, for the purposes of the said General Station, the triangular piece of ground belonging to Lord Elibank, situated between the said roads proposed to be stopped up and the said intended new or substituted road, bounded on the east by the said road leading from the north end of Glover-street to the said Glasgow-road, on the north by the before-mentioned road leading westward from the south-west corner of the said Manure Depôt, and upon the west by a ditch or stream separating the said triangular piece of ground from the property of Lord Gray, of Kinfauns, all situated in the East Church parish of Perth; all which lines of railways, diverted road, and other works before described, and all lands, works, and buildings to be taken under the powers for compulsory purchase to be applied for in said Act will pass from, in, through, or into, or be situated within the said West Church parish and East Church parish of Perth, the quoad sacre division of the said parishes called St. Leonard's, the parish of Tibbermore, and the Royal Burgh of Perth, and county of Perth.

And it is intended by the said Act to authorize the said Joint Committee, to make the said intended railways and other works, and to take and appropriate for the purposes of the said railway and works, or some of them, so much of the main lines of railway, sidings, and property of the Scottish Central Railway Company, as is situated within the limits of the said General Station, and also such portion of the ground and works thereon now belonging to the Scottish Central Railway Company as may be required for the construction of the said intended widened and enlarged platform and relative works, and of the said several intended lines of railway before described, beyond the present limits of the said General Station, and in lieu of the said lines of the Scottish Central Railway, within the limits of the said General Station so to be taken, to confer on the Scottish Central Railway Company the free and exclusive use of the intended railway second hereinbefore described, when the same shall be constructed and opened; and also the free use, in common with the other Companies entitled thereto, of the intended railway first hereinbefore described, when the same shall be constructed and opened.

And it is proposed by the said intended Act to extend the authority, jurisdiction, and powers of the said Joint Committee, and to place under the said Joint Committee the maintenance, management, and regulation of the said proposed widened and enlarged platform, and all works therein and lands connected therewith, and of the said proposed extension of the said General Station and whole lines of railway sidings and works, situated within the area of such proposed extension.

And it is also intended by the said Act to authorise the said Joint Committee to borrow and reborrow money by way of mortgage, at interest on the security of the said General Station, and of the lands, buildings, offices, rails, and other property therein, and of the rents payable by the Companies interested therein, and by other persons for the use thereof, and of the annual sums and other payments from time to time payable by the said Companies to the Joint Committee in respect of their expenditure upon the said station, or otherwise, and to make provision for the repayment of the sums so to be borrowed, and also to provide a sinking fund for paying off the principal of such monies, and also to authorise the said Railway Companies to redeem any annual sum pay-

able by them to the said Joint Committee, and to apply and raise capital for such purpose.

And notice is hereby also given, that power will be taken by the said Act to the said Joint Committee for the following among other purposes.

To deviate in constructing the said intended railways and works from the line or lines and levels delineated on the plans and sections to be deposited as aftermentioned, to such an extent as will be defined on the said plans and be provided by the said Act.

To cross, alter, divert, and stop up, and to alter the lines, levels and inclinations of such highways, turnpike and other roads, railways, streets, paths, passages, rivers, brooks, streams, sewers, waters, watercourses, gas and water pipes, and other works, as may be necessary or expedient for the purpose of making, maintaining, and working the said railways and works, or any part thereof.

To purchase and take compulsorily, or otherwise, all such lands, houses, and other heritages and property within the several parishes, burghs, towns, and other places aforesaid, or some of them as may be necessary for the purposes of the said railways, road, and works, and to vest such lands, houses, and heritages either in the said Joint Committee, as a body corporate, or in trustees for them, or in the said before-mentioned Railway Companies, or some or one of them; and to authorize and empower all owners of land, whether persons or corporations, or others holding under entail or other legal disability, to sell or convey to the said Joint Committee their lands, heritages, or any part thereof necessary for the purposes aforesaid.

To vary or extinguish all existing rights and privileges connected with the lands, houses, and other heritages so to be acquired, and all other rights and privileges which would in any manner impede or interfere with the construction, maintenance, or use of the said railways, road, and works, and to confer other rights and privileges in relation to all the matters aforesaid.

To alter, vary, or extinguish existing tolls, rates, duties, and charges and exemptions from payment of rates, tolls, duties, and charges, and to authorize the levying of new tolls, rates, duties, and charges, and to confer new exemptions from payment of tolls, rates, duties, and charges, and to confer, vary, and extinguish other rights, privileges, and exemptions, and in particular to authorize the Scottish Central Railway Company, and other railway companies entitled to use the same railways, or either of them, to levy tolls, rates, duties, and charges on and for the use of the said intended railways first and second above described, and for the conveyance of passengers, goods, animals, and other things thereon, and to confer certain exemptions from payment of such tolls, rates, duties, and charges, and to confer other rights and privileges in relation thereto.

To vary and extinguish all such rights and privileges now vested in any of the railway companies now entitled to any portion of, or having the right to use any portion of the said General Station, or any lines in or through the same, as may in any way interfere with the objects aforesaid, or any of them, and to confer other rights and privileges on such Companies respectively, or any of them.

And it is intended by the said Act, if deemed expedient so to do, instead of conferring all the before-mentioned powers on the said Joint Committee, to confer the same powers, or some of them, on the Scottish Central Railway Company, the Scottish North-Eastern Railway Company, the North British Railway Company, and the Inverness and Perth Junction Railway Company, or on some one or more of those Companies, or to confer

some of such powers on one or more of the said Companies, and other of such powers on the other or others of the said Companies, and in any case to confer on the said Companies respectively all such powers and authorities, and to subject them to all such obligations as may be deemed expedient for giving effect to the objects of the said intended Act, and particularly to authorize and require each and every of the said Companies to expend, and on demand of the said Joint Committee to pay, either for or in advance for works executed or to be executed by the said Joint Committee all such sums of money, either annual or in gross, as the said Joint Committee shall from time to time require; and in default of payment of any such sums of money to enable the said Joint Committee to sue for, recover, and enforce payment thereof from the Company making such default; and also to enable the said Companies respectively to apply any of their existing or authorized capital or borrowed money or revenue for those purposes, or for the execution of any works for which powers may be given to or vested in the said Companies; and to raise additional capital for such purposes, or any of them, by the creation of shares, either ordinary or preference, and by borrowing, and by the creation of debenture stock for the same purposes, or any of them, and to confer on the said Companies respectively additional powers for those purposes.

And it is intended to incorporate in the said Act, and make applicable to the objects and purposes thereof, whether such objects, or any of them, be executed and carried into effect by the said Joint Committee, or by the said Railway Companies, or any one or more of them, all or some of the powers and provisions of the several Acts of Parliament following; that is to say: "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;" "The Railways Clauses Act, 1863;" and "The Railway Companies Arbitration Act, 1859;" and also all other necessary powers and provisions.

And it is proposed by the said intended Act, in so far as may be necessary for all or any of the purposes thereof, to alter, repeal, or amend all or some of the provisions of the local and personal Acts of Parliament following; that is to say:—the Acts relating to the Scottish Central Railway Company, namely, 22 and 23 Vic., cap. 83; 26 and 27 Vic., caps. 149 and 223; and 27 and 28 Vic., caps. 100, 214, and 292; and any other Acts therein recited and now in force in relation either to that Company or to the Dundee and Perth and Aberdeen Railway Junction Company, now amalgamated therewith; the Acts relating to the Scottish North-Eastern Railway Company, namely, 25 and 26 Vic., cap. 64; 26 and 27 Vic., cap. 231; 27 and 28 Vic., caps. 82, 83, 111, 115, and 173; and the several other Acts recited in such Acts, or any of them, and now in force in relation to that Company, or to any railway now forming part of their system of railways; the 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; 26 and 27 Vic., caps. 194, 213, and 226; and 27 and 28 Vic., caps. 84 and 100; and the several other Acts recited in such Acts, or any of them, and now in force, in relation to that Company, or to any railway now forming part of their system of railways; the Acts relating to the Inverness and Perth Junction Railway Company, namely, 24 and 25 Vic., cap. 186; and 26 and 27 Vic., caps. 58 and 61; and particularly to alter or repeal all or any of the provisions of the before-mentioned Acts, or any of them, 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 intended Act, and to make other provision in lieu of the powers and provisions so repealed, altered, or amended; and also, if need be, to alter or vary the tolls, rates, and charges authorized to be taken by or under any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights, privileges, and exemptions.

Duplicate plans and sections of the railways, works, and lands to be taken compulsorily by or under the powers of the said intended Act, and books of reference to such plans, containing the names of the owners or reputed owners, and lessees or reputed lessees, and of the occupiers of the lands to be so taken, and a published map with the proposed lines of railway delineated thereon, so as to show their 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 offices in Perth and Dunblane of the Principal Sheriff Clerk of the county of Perth, 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 intended railways and other works are proposed to be made, or lands are situated, together with a copy of this notice, as published in the said Gazettes, will be deposited with the Schoolmaster, or, if there be no Schoolmaster, then with the Session Clerk of each such parish, at the usual place of abode of such Schoolmaster or Session Clerk, and that so much of the said plans, sections, and book of reference, as relates to the royal burgh of Perth, together with a copy of this notice, will be deposited with the Town Clerk of the said royal burgh, at his office in Perth, and that all such deposits as aforesaid will be made on or before the 30th day of November instant.

Printed copies of the said Bill or 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 8th day of November, 1864.

Johnstone and Russell, Dunfermline, Solicitors for the Bill.

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

Devon and Somerset Railway (Extensions).
(Increase of Capital; Powers to Bristol and Exeter and 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, by the Devon and Somerset 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 described, with all proper stations, approaches, works and conveniences connected therewith, wholly situate in the county of Devon, that is to say:

1. A railway commencing in the parish of Barnstaple by a junction with the authorised line of the Devon and Somerset Railway, at or near a certain field numbered 22 in the parish of Barnstaple, on the deposited plans of that railway referred to in the Devon and Somerset Railway Act, 1864, and terminating in the parish of Tawstock by a junction with the North Devon Railway at or near the Barnstaple Station of that railway, and at or near the mile-post on the said railway denoting 39 miles from Exeter.

2. A railway wholly situate in the parish of Tawstock, commencing by a junction with the lastly-described Railway No. 1, at or near the point on the left bank of the River Taw, where it is proposed that the said Railway No. 1 shall cross the said river, opposite to Cooney Cut, and about 28 chains, measured in a southwardly direction, along the said bank from Barnstaple Bridge, and terminating by a junction with the North Devon Railway at or near the Barnstaple Station of that railway, and at or near a point on the said railway six furlongs or thereabouts, measured in a northwardly direction along the said railway from the mile-post thereon denoting 38 miles from Exeter.

3. A railway wholly situate in the parish of Barnstaple, commencing by a junction with the authorised line of the Ilfracombe Railway, at or near a certain field numbered 45 in the said parish, on the deposited plans of that railway referred to in the Ilfracombe Railway Act, 1864, and at or near a certain road numbered 48 on the said deposited plans, and terminating by a junction with the firstly-described Railway (No. 1), at or near a certain house and garden belonging to James Oliver, lessee of the Trustees of the Penrose Charity, in the occupation of the Rev. William Strong Hore.

4. A railway wholly situate in the parish of Barnstaple, commencing by a junction with the authorised line of the Ilfracombe Railway, at or near the said field numbered 45 in the said parish, on the said deposited plans, and terminating by a junction with the authorised line of the Devon and Somerset Railway, at or near the termination thereof in a certain field numbered 31, in the parish of Barnstaple, on the said deposited plans.

5. A railway commencing in the parish of Morebath, by a junction with the authorised line of the Devon and Somerset Railway, at or near a field numbered 79 on the deposited plans of that railway referred to in the Devon and Somerset Railway Act, 1864, and terminating in the parish of Tiverton, by a junction with the Tiverton Branch of the Bristol and Exeter Railway, at or near the Tiverton Station of that railway, which said intended railways will pass through, from, or into, the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Barnstaple, Tawstock, Bishop's Tawton, Morebath, Bampton, Clayhanger, Shillingford, Huntsham, Highley, Saint Mary, Oakford, Stoodley, Washfield, Calverleigh, Saint Paul's Tiverton, and Tiverton, all in the county of Devon.

The Bill will authorise the Company to raise money for the purposes of the Act, or for the general purposes of the Company, 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 guarantee interest or dividends upon the shares or stock or upon the money to be expended upon the said hereinbefore described in-

tended works respectively, or other the Company's undertaking.

The Bill will empower the Bristol and Exeter Railway Company to construct the proposed railways and works, or any part thereof, and to raise capital for the purpose, or to subscribe towards, or guarantee interest on the capital of the Company, and for those purposes to raise capital by shares or stock and by loan, and to attach to such capital preference or priority of dividends or interest, or other advantages over their existing capital.

For the purposes of the said railways and works it is intended by the Bill to apply for powers to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, rivers, and canals, to purchase lands, houses, and other property compulsorily, to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to confer, vary, and extinguish other rights and privileges.

The Bill will also enable the Company on the one hand, and the Bristol and Exeter Railway Company on the other hand, from time to time to enter into and fulfil agreements for and in respect of the construction, working, management, and use of the proposed railways, the supply of rolling stock or machinery, and of officers and servants for the conduct of the traffic, the payments to be made, and the division and appropriation of the revenue arising from such traffic, and the appointment of Joint Committees for carrying into effect any such agreements.

The Bill will empower the London and South-Western Railway Company to run over, work, and use with their engines and carriages of every description, all or any part of the intended railways of the Company, numbered respectively 1, 2, 3, and 4; together with the stations, watering-places, booking offices, warehouses, landing-places, sidings, works, and other conveniences connected therewith, upon such terms and conditions and on payment of such tolls, rates, and charges, as may be defined in the said Bill, or as may be settled in default of agreement by arbitration, or by the Board of Trade.

The Bill will incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Acts, 1845 and 1863," "The Lands Clauses Consolidation Acts, 1845 and 1860," "The Railways Clauses Consolidation Acts, 1845 and 1863," and to alter, amend, extend, enlarge, or repeal all or some of the provisions of the several Acts (local and personal) following, that is to say:—6 Wm. IV., 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., caps. 60 and 107; and 27 and 28 Vic., caps. 181, 307, and 184; and all other Acts relating to the Bristol and Exeter Railway Company, and the Devon and Somerset Railway Act, 1864.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed railways and works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners or lessees, or reputed owners or 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 Devon, at his office at Exeter, in the said county; and on or

before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railways and works will be made, or in which any lands 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, the said document will be deposited with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 9th day of November, 1864.

Riccard and Son, Southmolton, Devon,
Solicitors to the Bill.

Manning and Walker, 20, Great George-street, Westminster, Parliamentary Agents.

South Wales Junction Railway.

(Construction of Railway from Bristol and South Wales Union Railway, in Gloucestershire, passing under the River Severn to the South Wales Railway in Monmouthshire—Incorporation of Company—Powers of Subscription to and Arrangements with the Bristol and South Wales Union, Great Western, Bristol and Exeter Railway, and Midland Railway Companies, or any of them—Arrangements as to Narrow-gauge—Amendment of Acts.)

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 a railway, with all needful works, stations, approaches, and conveniences connected therewith, commencing in the parish of Almondsbury, in the county of Gloucester, by a junction with the Bristol and South Wales Union Railway, at or near the Pilning station of that railway, at or near the point where that railway crosses the Gumburn or Gumberne Rheen, passing under the River Severn, and from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, viz., Almondsbury and Henbury, in Gloucestershire, and Portskewitt, Caldicott, and Rogiet, otherwise Rogiet with Ifton, in Monmouthshire, and terminating in the last named parish by a junction with the South Wales Railway, at or near the milepost on that railway denoting the distance of 148 miles and three-quarters of a mile from 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 purchase lands, houses, and other property compulsorily, for the purposes of the said intended railway and works, and to levy tolls, rates, and charges in respect thereof, and to confer on the Company other rights and privileges.

To authorise the Bristol and South Wales Union Railway Company, the Great Western Railway Company, the Bristol and Exeter Railway Company, and the Midland Railway Company, or any one or more 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 priority of dividend over their respective existing and authorised capitals, and to enable the said Companies or

any of them to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand, and the said before mentioned Companies, or any of them, on the other hand, from time to time to enter into agreements with respect to the construction, working, use, management, and maintenance of the said intended railway and works or any part or parts thereof respectively, by any one or more of those Companies respectively, and with respect to the division or apportionment of traffic, or revenue, fares, or charges, or the payment of any fixed or contingent rent, and to confirm any agreements for those purposes.

To authorise arrangements with the Bristol and South Wales Union and Great Western Railway Companies, or either of them, with reference to the laying down of the narrow gauge on, or on any part or parts of their respective railways, or any line leased to or by them respectively, and to confer all necessary powers on those Companies respectively for that purpose.

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 various Consolidation Acts applicable to the objects of the Bill, and it will also amend and enlarge the powers and provisions of the Act Local 20 and 21 Vict., cap. 54, and any other acts relating to the Bristol and South Wales Union Railway Company; 5 and 6 Will. IV., cap. 107, 26 and 27 Vict., caps. 113 and 198, and any other acts relating to the Great Western Railway Company; 6 Will. IV., cap. 36, and any other acts relating to the Bristol and Exeter Railway Company; 7 and 8 Vict., cap. 18, and any other acts relating to the Midland Railway Company.

Maps, plans, and sections, describing the direction, lines, 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, 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 Gloucester, at his office at Gloucester, and with the Clerk of the Peace for the county of Monmouth, at his office at Newport; 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 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 23d day of December next.

Dated this 9th day of November, 1864.

Fussell and Prichard, Bristol, Solicitors for the Bill.

Devon and Somerset Railway.—Ilfracombe Railway.

(Powers to Devon and Somerset, London and South-Western, and Bristol and Exeter Railway Companies, relating to Ilfracombe Railway—Deviation of Ilfracombe Railway—Additional Capital—Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament, in the next session, for an Act to vest in the Devon and Somerset

Railway Company, and the London and South-Western Railway Company (herein called "the two Companies"), the powers granted by the Ilfracombe Railway Act, 1864, for the construction, maintenance, and management of the railway in the said Act called the Ilfracombe Railway, and the works connected therewith; and to enable the two Companies to become joint and equal owners of the said railway and works, and to execute jointly the said powers, including the levying and receiving by the two Companies, jointly or severally, of tolls, rates, and charges in respect of the said railway and works, and, if need be, to vary the rates, tolls, and charges authorised by the said Act, in respect of the said railway and works, and to levy other rates, tolls, and charges in lieu thereof.

And the said intended Act will also contain provisions for the construction of the said Ilfracombe Railway as a single line of railway of the mixed gauge throughout, with land for a double line; for the connection of the broad gauge line on the said Ilfracombe Railway with the line of the Devon and Somerset Railway, so that the two railways may be worked continuously as if they were one railway; for the connection of the lines of the said Ilfracombe Railway with the lines of the North Devon Railway, so that the two railways may be worked continuously as if they were one railway; for authorising and making it obligatory on the Devon and Somerset Railway Company to provide one-half of the capital requisite for the joint undertaking; for authorising and making it obligatory on the London and South-Western Railway Company to provide the other half of the capital requisite for the joint undertaking; for providing that the advances of capital by the two Companies respectively shall be at the same times and in like amounts; for providing that the direction, appointment of officers, management, control, ownership, and liabilities of the two Companies with respect to the joint undertaking shall be joint and equal and their respective powers, privileges, and liabilities with respect to the joint undertaking shall be alike; for providing for the determination of questions on which the direction are equally divided; for repealing the provisions of the said Ilfracombe Railway Act with respect to the London and South-Western Railway Company's postponed shares, referred to in the said Act, and voting in respect thereof, and the appointment by the said London and South-Western Railway Company of Directors of the Ilfracombe Railway Company, and all incidental matters, and for making all the shares of the Ilfracombe Railway Company's capital ordinary shares; for providing that all payments, if any made by the London and South-Western Railway Company to the Ilfracombe Railway Company, in respect of the said London and South-Western Railway Company's postponed shares, shall be taken into account as payments in respect of the one-half to be provided by the London and South-Western Railway Company of the capital of the joint undertaking. And it is also proposed by the said intended Act to confer upon the Bristol and Exeter Railway Company the like powers as will be conferred upon the Devon and Somerset Railway Company. And the said intended Act will also enable the two Companies from time to time to enter into and carry into effect contracts, agreements, and arrangements, with respect to the working, management, maintenance, and use of the Ilfracombe Railway, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic thereon, and the management and regulation of such traffic, the payments to be made and the conditions to be performed with respect to such working, management, maintenance, and

use; the receipt, interchange, accommodation, conveyance, forwarding and delivery of traffic coming from or destined for, the Ilfracombe Railway, and the fixing, collection, division, and appropriation of the tolls, rates, charges, and income arising from the traffic aforesaid. And the said intended Act will also contain provisions authorising the appointment of Joint Committees or Boards of Directors for carrying into effect the objects aforesaid, or any of them. And it is also proposed, by such intended Act, to authorise the two Companies, or either of them, to apply any of their existing funds, and to raise by the creation of new shares or stock, and by borrowing further sums of money for the purposes of the said intended Act, for the general purposes of the two Companies, or either of them, and to authorise the assigning to all, or any, of such new shares or stock, such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends, or otherwise over or *pari passu* with all or any other classes or class of shares or stock in those Companies or either of them, as may be agreed upon or as may be provided by or under the provisions of such intended Act.

And it is also proposed by the said intended Act to vest in the Devon and Somerset Railway Company alone the powers granted by the said Ilfracombe Railway Act, in the event of the London and South-Western Railway Company failing in the ensuing session to obtain powers to become joint and equal owners with the Devon and Somerset Railway Company of the said railway.

And it is also proposed by the said intended Act to authorise the two Companies, or either of them, to relinquish the formation of so much of the said authorised line of the Ilfracombe Railway as was proposed to be situated between a certain road numbered 48 in the parish of Barnstaple, on the deposited plans of the Ilfracombe Railway, referred to in the Ilfracombe Railway Act, 1864, and the authorised junction of the said railway with the North Devon Railway.

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:—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, 163, 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 279; 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. 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 and 23 Vic., caps. 3, 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 124, 158, and 185; 24 and 25 Vic., caps. 111, 220, and 234; 25 and 26 Vic., caps. 42, 71, 78, 143, 152, 165, and 227; 26 and 27 Vic., caps. 90, 109, 192, and 208; and 27 and 28 Vic., caps. 87, 166, 174, and 227, and the several other Acts relating to the London and South-Western Railway Company, 6 Wm. IV., cap. 36; 1 and 2 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; 26 and 27 Vic., caps. 60 and 107; 27 and 28 Vic., caps. 181, 307, and 184, relating to the Bristol and Exeter Railway Com-

pany; the 27 and 28 Vic., cap. 272, relating to the Ilfracombe Railway Company, and the 27 and 28 Vic., cap. 307, relating to the Devon and Somerset Railway Company.

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

Dated this 7th day of November, 1864.

Riccard and Son, Southmolton, Devon,
Solicitors to the Bill.

Manning and Walker, 20, Great George-
street, Westminster, Parliamentary
Agents.

Burton-upon-Trent and Nottingham Railway.
(Incorporation of Company; Railway from Burton-upon-Trent to Nottingham, with Branches; Powers of Subscription, Construction, Maintenance, and Working of Traffic, and other Arrangements to and with the London and North-Western, the Midland, the North Staffordshire, and the Great Northern Railway Companies; User of portions of the North Staffordshire, the Great Northern, London and North Western, and the Midland Railways; Levy of Rates, Tolls, and Duties in respect thereof, and of the Railway; Facilities for Traffic; Amendment of Acts, &c.)

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

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

1. A railway, commencing in the parish of Burton-upon-Trent and county of Stafford, in a certain piece of garden ground twenty yards or thereabouts north-east of the point where the Midland Railway crosses on the level Anderstaff-lane, and which ground belongs to John Gutteridge, Esq., as trustee of the will of the late Thomas Newton, deceased, and is in the occupation of George Riley, and forming at or about two furlongs seven chains from its commencement in the said parish of Burton-upon-Trent a junction with the line of railway authorized by "The North Staffordshire Railway (Additional Powers) Act, 1863," and therein called Railway No. 1; and terminating in the parish of Sneinton, otherwise Snenton, and county of Nottingham, at or near the point where the Nottingham and Grantham Line of the Great Northern Railway Company crosses the Midland Railway and the Trent-lane by a junction there with the said Nottingham and Grantham Line; and which said intended railway 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): Burton-upon-Trent, Horninglow, Stretton, and Wetmoor, all in the county of Stafford; Bretby or Bradby, Winshill, Newton-Solney, Eggington, Willington, Repton, Milton, Twyford-Foremark, Anchor Church, Ingleby, Findern Stenson, Swarkstone Sawley, Stanton-by-Bridge, Milford, Etwell, Barrow-upon-Trent, Weston-upon-Trent, Aston-upon-Trent, King's Newton, and Melbourne, all in the county of Derby; Wilson, otherwise Wilston, Castle-Donington, Isley-Walton, Breedon-on-the-Hill, Tonge, Worthington, Langley or Langley Priory, Diseworth, Kegworth, Hemington,

Lockington, Whatton or Long Whatton, all in the county of Leicester; Sutton-Bonington, Kingston-upon-Soar, Ratcliff-upon-Soar, Thrumpton, Gotham, West Leake, Barton, otherwise Barton-in-Fabis, Ruddington, Ruddington Moor, Barton Moor, Clifton, Clifton Pasture, Beeston, Wilford, West Bridgeford, Colwick, Sneinton, New Sneinton, Old Sneinton, and Lenton, all in the county of Nottingham; Saint Mary's, East Croft, and King's Meadows, all in the town and county of the town of Nottingham:

2. A railway commencing in a field numbered 61 in the parish of Burton-upon-Trent, on the plans of the Railway called No. 1 in the North Staffordshire Railway (Additional Powers) Act, 1863, and which plans are referred to in the sixth section of that Act, and terminating by a junction with the line of the London and North Western Railway at or near a point where that railway is shown to abut upon or be near to the field numbered 34 in the said parish of Burton-upon-Trent on the said plans, and which said Railway No. 2 will commence in the township of Burton-upon-Trent, and terminate in the township of Horninglow, both of which townships are in the parish of Burton-upon-Trent and county of Stafford:
3. A railway commencing by a junction with the said hereinbefore described Railway No. 1, at or near the road numbered 17 on the said plans, near to the village of Wetmoor, and where the said road passes certain farm buildings belonging to the Marquis of Anglesey, and in the occupation of the representatives of the late John Lathbury, and terminating by a junction with the London and North Western Railway where that railway is shown on the said plans to abut on or be near to the field numbered 28 in the said parish of Burton-upon-Trent on the said plans, and which said Railway No. 3, hereinbefore described, will commence and terminate and be wholly situate in the township of Horninglow, in the parish of Burton-upon-Trent, in the county of Stafford:
4. A railway commencing at or about one hundred and fifty yards west of the point where Trent-lane abuts upon or is near to the northern bank of the River Trent, by a junction there with the said first mentioned Railway No. 1, and terminating by a junction with the line of the Midland Railway at or near to the point where that Midland Railway crosses on the level Meadow-lane, and which said Railway No. 4 will commence and terminate, and be wholly situate in the said parish of Sneinton, otherwise Sention, and county of Nottingham:
5. A railway commencing by junction with the hereinbefore described Railway No. 1, in the parish of Repton, in the county of Derby, at or near the point where the said first described railway is intended to cross the road leading from Milton to Twyford, at or about one furlong and three chains north of the road leading to Foremark Hall, and terminating in the parishes of Willinton and Egginton, in the county of Derby, or one of them, by a junction with the North Staffordshire Railway at or near the point where that railway crosses the road leading from Willington to Etwall, and which said Railway No. 5 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): Willington, Egginton, Etwall, Burnaston,

Findern, Stenson, Foremark, Milton, Repton, Twyford and Ingleby, all in the said county of Derby.

And it is proposed by the said intended Act to apply for powers for the compulsory purchase of lands or buildings in the several parishes, townships, and places aforesaid, or some of them, for all or some of the purposes aforesaid; for the purchase of lands and buildings by agreement; to deviate from the lines and levels of the proposed railways as shown upon the plans and sections hereinafter referred to; 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, telegraphic wires and apparatus, and works of every description within or near to the several parishes, townships, or places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the said intended Act; to vary or extinguish all existing rights or privileges connected with any lands or buildings to be purchased or taken under the powers of the said Act, or with any road, highway, railway, tramway, bridge, river, watercourse, sewer, pipe, building, or work to be stopped up, removed, altered, or diverted as aforesaid, or which would or might otherwise prevent or obstruct any object or purpose of the Act being fully effected; and to confer, vary, or extinguish other rights and privileges; and to levy 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 also for powers to enable the London and North Western, the Midland, the North Staffordshire, and the Great Northern Railway Companies (hereinafter called the "Four Companies"), or any or either of them, to make, maintain, use, and work the hereinbefore described railways, or any of them, or any parts thereof respectively, and to subscribe for and hold shares in the Company, and for either of such purposes to authorize them respectively to apply the moneys which they have raised, or are authorized to raise, or to raise an additional or a distinct capital, by the creation of new shares, with or without preference or priority in the payment of dividends, and by mortgage, or by either of those means, and to keep in respect of such capital, and the receipts and disbursements of and for the intended railways, separate accounts, and to make a separate division of profits, and to guarantee a fixed or other dividend or interest on the capital of the respective Companies, or on the moneys applied in the construction of the intended railways:

Also to enable the Company and the Four Companies, or any or either of them, to enter into contracts and arrangements with reference to the construction, working, maintenance, and use of the said intended railways and works, or any of them, or any part or parts thereof respectively, and as to the apportionment of the tolls in respect of traffic thereon, and the payment to be made by or to the Four Companies, or any or either of them, for working or using the same, and to enable the Four Companies respectively to work and use such intended railways and works, or any of them, or any part or parts thereof respectively, and to receive and levy rates and tolls in respect thereof:

To enable the Four Companies respectively to appoint directors or additional directors of the Company:

Also to empower the Company, and all Companies, persons, and corporations from time to time lawfully using the intended railways, or any of

them, either by agreement or by arbitration, in case the parties differ about the same, or otherwise to run over, work, and use with their engines and carriages, and for the purposes of their traffic of every description, the railways, stations, roads, platforms, water, water engines, sidings, machinery, works, and conveniences belonging to the North Staffordshire, the Great Northern, the London and North Western, and Midland Railway Companies respectively, as are comprised in the respective portions thereof following (that is to say): so much thereof belonging to the North Staffordshire, the London and North Western, and Midland Railway Companies respectively as lie or are situate in the said parish of Burton-upon-Trent; so much of the Nottingham and Grantham Line of the Great Northern Railway Company as lies between the point where the intended Railway (No. 1) will join the Nottingham and Grantham Line of the Great Northern Railway, and the station of the Great Northern Railway Company at Nottingham, including the use of such station and the premises connected therewith; so much of the Midland Railway as lies between the point where the intended Railway (No. 4) will join the Midland Railway and the station of the Midland Railway Company at Nottingham, including the use of that station and the premises connected therewith; and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before mentioned portions of railway and branches, 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 require the Four Companies, or any or either of them, to receive, book, and invoice through, forward, accommodate, and deliver, on and from the same, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, and to provide accommodation for the clerks and servants of the Company at the stations, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and, if need be, to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

And it is proposed by the said intended Act to repeal or amend the several local and personal Acts following, or some of them (that is to say): 8 and 9 Vict. caps. 26, 27, 43, 105, 111, 112, 123, 156, and 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 24; 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, 100, 123, 128, 130, 208, and 223; 25 and 26 Vict. caps. 55, 66, 68, 98, 104, 118, 148, 171, 176, 198, 200, 208, and 209; 26 and 27 Vict. caps. 5, 152, 177, and 217; and 27 and 28 Vict. caps. 194, 226, 263, 288, and 296, and all other Acts relating to the London and North

Western Railway Company; 7 and 8 Vict. caps. 18 and 59; 8 and 9 Vict. caps. 38, 49, 56, 90, and 181; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272; 301, 311, 326, and 340; 10 and 11 Vict. caps. 125, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict. caps. 57, 88, and 113; 16 Vict. cap. 33; 16 and 17 Vict. cap. 108; 19 and 20 Vict. cap. 54; 22 and 23 Vict. caps. 40, 130, and 136; 23 and 24 Vict. caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict. caps. 57, 106, and 139; 25 and 26 Vict. caps. 81, 90, 91, and 173; 26 and 27 Vict. caps. 74, 122, and 133; and 27 and 28 Vict. caps. 164, 230, 231, and 245, and all other Acts relating to the Midland Railway Company; 1 Will. IV. cap. 55; 9 and 10 Vict. cap. 85; 10 and 11 Vict. cap. 108; 11 and 12 Vict. caps. 66 and 83; 13 and 14 Vict. cap. 55; 17 and 18 Vict. cap. 194; 22 and 23 Vict. cap. 126; 23 Vict. cap. 42; 26 and 27 Vict. cap. 158; and 27 and 28 Vict. caps. 118, 232, 308, and 309, and all other Acts relating to the North Staffordshire Railway Company; 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. 138; 24 and 25 Vict. cap. 70; 25 and 26 Vict. caps. 1, 46, and 86; 26 and 27 Vict. caps. 147, 191, and 203; and 27 and 28 Vict. caps. 124, 202, 242, and 243; and all other Acts relating to the Great Northern Railway Company.

And notice is hereby also given, that a plan and section in duplicate of the proposed railways and works, and the lands which may be taken under the compulsory powers of the Act, with a book of reference to such plan, and a published map with the respective lines of railway delineated thereon, showing 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 inst., be deposited for public inspection with the Clerk of the Peace for the county of Stafford at his office at Stafford in the said county; and with the Clerk of the Peace for the county of Derby at his office at Derby in the said county; and with the Clerk of the Peace for the county of Leicester at his office at Leicester in the said county; and with the Clerk of the Peace for the county of Nottingham at his office at Newark in the said county; and with the Clerk of the Peace for the town and county of the town of Nottingham at his office in Nottingham; and that on or before the said 30th day of November, a copy of so much of the said plan, section, and book of reference as relates to each parish in or through which the said railways and works are intended to be made, or in which any lands are intended to be taken, together with a copy of this Notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated the 12th day of November, 1864.

Bass and Jennings, Burton-on-Trent.

Girvan and Portpatrick Junction Railway.
(Incorporation of Company for Construction of a Railway from Girvan in the County of Ayr to East Challoch in the County of Wigtown; Powers to the Glasgow and South-Western, the Caledonian, the Portpatrick, the Maybole and Girvan, and the Ayr and Maybole Junction Railway Companies to Subscribe, &c., and to raise further Monies; Working and Traffic Arrangements with those Companies; Running Powers and facilities over part of the Portpatrick Railway; Provisions as to Transmission, &c., of Traffic; Alteration of the Tolls of the Companies above-named; 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 for the following, or some of the following, among other purposes:—

To incorporate a Company, hereafter referred to as "The Company," and to enable the Company to make and maintain the railway hereinafter mentioned, together with all proper and necessary stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith, that is to say;

A railway commencing in the parish of Girvan, in the county of Ayr, by a junction with the Maybole and Girvan Railway, at a point one hundred and ninety yards or thereabouts southward of the bridge carrying the turnpike road from Girvan to Maybole by Girvan Mains over the said railway, and terminating in the parish of Old Luce in the county of Wigtown, by a junction with the Portpatrick Railway at a point at or near to which the occupation road leading to the farm steading of East Challoch crosses the said Portpatrick Railway; and which intended railway will be situate in, or pass from, in, through, or into the several parishes following, or some of them, that is to say, the parishes of Girvan, Colmonell, and Ballantrae, in the county of Ayr, and the parishes of New Luce, Inch, and Old Luce, in the county of Wigtown.

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

To empower the Company to construct sidings, stations, goods depôts, hotels, warehouses, works, buildings, and conveniences in connection with the said railway.

To empower the Company to deviate laterally from the lines of the 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 Maybole and Girvan, and Portpatrick Railways, or either of them, as may be necessary for the purposes of the said Bill, and to form junctions and communications where necessary with the rails and works of the said railways, or either of them, and otherwise to interfere with those railways, or either of them, and the lands and works thereof respectively, and to regulate such junctions and the use thereof.

To cross under, over, or on the level of, and divert, alter, or stop up, whether temporarily or permanently, turnpike, statute-labour, public, accommodation, and other roads and highways, footways, streets, railways, stations, tramways, bridges, rivers, streams, brooks, aqueducts, watercourses, canals, navigations, sewers, drains, reservoirs, and gas, water, and other pipes, so far as may be necessary by reason or for the purposes of the said intended railway and works, or of the said Bill.

To purchase and take by compulsion, and also by agreement, lands, houses, and other property for the purposes of such intended railway and works,

and of the said Bill; and to authorise and empower all owners of lands, houses, and other property, whether persons, or incorporations, or others holding under entail or other legal disability, to sell or convey their lands, houses, and other property, or any part thereof, necessary for the purposes aforesaid, to the Company, for such annual feu-duty, ground annual, or rent charge, or for such consideration in shares, mortgages, or bonds of the Company as may be fixed or agreed on, as the value of such lands, houses, and other property, and to provide that such feu-duty, ground annual, or rent charge shall form a preferable lien and burden on the revenues and property of the said intended Company, and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, and other property.

To levy tolls, rates, and duties upon or in respect of the intended railway and works, 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; and to confer, vary, or extinguish other rights and privileges.

To enter into and carry into execution with any Company or Corporation, or any Commissioners, Road and Bridge Trustees, Harbour Trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for making, maintaining, or working the said intended railway and works, or for the use of the same.

To authorise the Glasgow and South-Western, the Caledonian, the Portpatrick, the Maybole and Girvan, and the Ayr and Maybole Junction Railway Companies, or any or either of them, by themselves or their nominees, to subscribe funds towards and take and hold shares in the capital of the Company, or otherwise to contribute towards the proposed undertaking or any part thereof, and to guarantee to or for the Company, interest, dividend, annual or other payments on shares or stocks, and the principal and interest of any loan, and to advance and lend money to the Company; and for those purposes, or for any of the purposes of the Bill, to apply their existing funds and any monies which they have still power to raise, and to raise monies by the creation of new shares or stock in their respective undertakings with or without preference, priority, or guarantee in payment of dividend or interest, or other special advantages or privileges, and by borrowing on mortgage or bond, or otherwise.

To enable the Company on the one hand, and the Glasgow and South-Western, the Caledonian, the Portpatrick, the Maybole and Girvan, and the Ayr and Maybole Junction Railway Companies, respectively, and any other Railway Company to be incorporated in the ensuing session of Parliament, or any or either of them, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the working, use, management, and maintenance and repair by any of such Companies of the said intended railway and works, or any part or parts thereof; the supply of engines, rolling and working 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, conveyance, and apportionment of traffic; the levying, fixing, collection, payment, division, appropriation, and distribution of the tolls, fares, charges, and revenue, and any other objects and purposes of the said Bill; and to authorise the appointment of Joint Committees for carrying into effect any such contracts, agreements, or arrangements 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 Glasgow and South Western, the Caledonian, the Portpatrick, the Maybole and Girvan, and the Ayr and Maybole Junction Railway Companies, or any one or more of them, and their or either of their respective lessees and assigns, upon such terms as shall be agreed upon, or failing such agreement, as shall be settled by arbitration, or as may be provided for by the Bill, to receive, book through, forward, accommodate, transmit and deliver on over and from their respective railways or undertakings, or the railways or undertakings of which they, or any one or more of them respectively is, are, or may be lessees, or which may be under the arrangement, management, or control of any one or more of them, 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 whatsoever description coming from or destined for the intended railways, or any one or more of them, or any part thereof; and if need be, to alter and vary the tolls, rates, and charges which the Glasgow and South Western, the Caledonian, the Portpatrick, the Maybole and Girvan, and the Ayr and Maybole Junction Railway Companies respectively, or any one or more of them, may be entitled to take and receive upon their respective railways or undertakings, or upon the railways or undertakings of which they, or any one or more of them respectively is, are, or may be lessees, or which may be under the arrangement, management, or control of any one or more of them; and to confer, vary, and extinguish exemptions from such tolls, rates, and charges.

To authorise and enable the Company, and any other Company or Companies, person or persons, lawfully using their railway, or any part thereof, to run, pass, and carry, with and by their own or any other engines and carriages, over the following railways or portions of railways, or some of them—that is to say, First, That portion of the Portpatrick Railway between the Glenluce Station of the said railway (including the portion thereof within said station) and the terminus of the main line of the Portpatrick Railway at Portpatrick, and including said terminus; Second, The several branches of the Portpatrick Railway, known as the Stranraer Harbour Branch and the Portpatrick Harbour Branch respectively, including the termini of these branches, and to use the stations, station-yards, booking-offices, warehouses, watering-places, water-sidings, platforms, conveniences, and accommodations of the Portpatrick Railway Company for the carriage of passengers, animals, goods, and other traffic, and otherwise as may be provided by the Bill, upon and subject to such rules and regulations, and upon payment of such rates, tolls, and charges, and generally upon such terms and conditions as may be agreed upon between the Company and the Portpatrick Railway Company, or failing any such agreement, as may be settled by arbitration, or as may be fixed and determined by the Bill; and to grant and secure all necessary facilities for the passage and transmission of such passengers, goods, and animals, and other traffic from, to, or over the said Portpatrick Railway and the said intended railway, and to enable the Company and the Portpatrick Railway Company to charge and take tolls, rates, and duties in respect of the conveyance of such passengers, goods, animals, and other traffic; and to confer exemptions from tolls, rates, and duties, and to confer, vary, and extinguish other rights, privileges, and exemptions.

To confirm any agreement which may have been entered into between the Company and the other

Companies before-named or referred to, or any one or more of them, with reference to all or any of the matters aforesaid, or other the purposes of the intended Act.

To vary or extinguish all rights and privileges which would impede or interfere with any of the objects and purposes of the Bill, or with any such contracts, agreements, or arrangements, and to confer other rights and privileges.

To incorporate with the Bill all or some of the power and 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," "The Railways Clauses Act, 1863," and "The Railway Companies Powers Act, 1864," and of any other Acts which it may be necessary to incorporate therewith, and to insert in the Bill all other powers and provisions necessary for effecting all or any of the objects of this Notice which may be comprised in the Bill.

To alter, amend, enlarge, or repeal, so far as necessary for the purposes of the Bill, the following local and personal Acts of Parliament or some of them, that is to say; the following Acts relating to the Glasgow and South-Western Railway Company, viz.:—1 Vic., cap. 117; 3 Vic., cap. 53; 5 Vic., sess. 2, cap. 29; 8 and 9 Vic., cap. 95; 9 Vic., cap. 60; "The Glasgow and South-Western Railway Consolidation Act, 1855," and the several other Acts relating to the Glasgow and South-Western Railway Company, and the undertakings belonging to and held in lease by them passed in the sessions of Parliament held respectively in the 19th and 20th, the 20th and 21st, the 21st and 22d, the 22d and 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of her present Majesty, and any other Acts relating to the Glasgow and South-Western Railway Company; also, the following Acts relating to the Caledonian Railway Company, viz.:—"The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, and the undertakings belonging to and held in lease by them, passed in the sessions of Parliament held 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 22d, the 22d and 23d, the 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th, and the 27th and 28th years of the reign of her present Majesty, and any other Acts relating to the Caledonian Railway Company; also, the following Acts relating to the Portpatrick Railway Company, viz.:—the Portpatrick Railway Act, 1857; the Portpatrick Railway Act (No. 1), 1864; and the Portpatrick Railway (Steamboats) Act, 1864; also, the following Acts relating to the Maybole and Girvan Railway Company, viz.:—the Maybole and Girvan Railway Act, 1856; the Maybole and Girvan Railway (Amendment) Act, 1859; and also, the following Act relating to the Ayr and Maybole Junction Railway, viz.:—the Ayr and Maybole Junction Railway Act, 1854; also, any other local and personal or public Act or Acts of Parliament which may in any way interfere with the objects and purposes aforesaid.

Duplicate plans and sections describing the lines and levels of the said intended railway, stations, and works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans containing the names of the owners or reputed owners,

lessees or reputed lessees, and occupiers of such lands and property, as also a published map with the lines of the proposed railway delineated thereon, and a copy of this Notice as published in the Edinburgh Gazette, will be deposited for public inspection on or before the 30th day of November, 1864, in the office of the principal Sheriff Clerk for the county of Ayr, at his office at Ayr, and in the office of the principal Sheriff Clerk for the county of Wigtown, at Wigtown, and a copy of so much of the said plans, sections, and books of reference as relates to each of the said several parishes, and to the Royal Burgh of Stranraer, together with a copy of the said Gazette Notice, will, on or before the 30th day of November, 1864, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session clerk, of each of such parishes respectively, at the place of abode of such schoolmaster or session clerk, and also with the town or city clerk of the said Royal Burgh at his office therein.

On or before the 23d December next, 1864, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1864.

H. and R. Lamond, Glasgow, *White-Millar and Robson*, Edinburgh, Solicitors for the Bill.

Deans and MacLuckie, Westminster, Parliamentary Agents.

Birmingham Waterworks.

(New Works; Extension and Definition of Limits of Supply; Application of Existing and Extended Powers within such Limits; Levying and Alteration of Rates; Increase of Capital; Further Powers and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Company of Proprietors of the Birmingham Waterworks (hereinafter called "the Company") 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):

Firstly. A well or shaft and pumping engine or engines, and other works incidental thereto, on certain lands in the parish of Edgbaston, in the county of Warwick, known as "the Home Ground," belonging to Joseph Gillott, and now or late in the occupation of Thomas Anker.

Secondly. An aqueduct, conduit, or line of pipes, wholly in the said parish of Edgbaston, commencing from and out of such last-mentioned intended well or shaft, and terminating by a junction with the existing mains of the Company, at or near the entrance into the private road leading from the Hagley-road to the Upper Edgbaston reservoir of the Company.

Thirdly. A reservoir, to be situate on certain lands in the township and parish of Sutton Coldfield, in the county of Warwick, known as Upper Dam Meadow, Little Meadow, Near Big Piece, Far Park Meadow, Far Big Meadow, Far Long Meadow, Near Park Meadow, Long Meadow, and Green Dam, or on some part of such lands, all belonging to the Right Honourable Hugh Baron Somerville, and now or late in the occupation of Thomas Hayward, together with a well or shaft, and pumping engine or engines, and other works incidental thereto, on such lands or some parts thereof adjoining or near to such reservoir, and also together with such underground adits, drifts, or tunnels in the said township and parish of Sutton Coldfield, within a radius of 800 yards from such well or shaft, as may be necessary for collecting and con-

veying water to the said well or shaft, which said adits, drifts, or tunnels will pass under, from, and into the lands aforesaid, and the adjoining lands known or called by the name of Sutton Park.

Fourthly. An aqueduct, conduit, or main pipe, commencing from and out of such last-mentioned intended well or shaft and reservoir, and passing thence from, through, and into the parishes, townships, extra-parochial and other places, of Sutton Coldfield, Sutton Park, Maney, Wylde Green, Boldmere, Berwood, Erdington, Nechells, Duddesdon and Nechells, Nechells Park, Aston, and Aston-juxta-Birmingham, or some of them, all in the county of Warwick, and terminating in the township of Aston and parish of Aston-juxta-Birmingham, in the county of Warwick, by a double junction with the existing mains and reservoir of the Company at or near the present pumping-house of the Company in that township.

Fifthly. A reservoir to be situate on certain lands in the township and parish of Sutton Coldfield, in the county of Warwick, known as the First Piece and the Finger-post Piece, belonging to the Reverend Charles Butler Greatrex, and now or late in the occupation of Matthew William Wilson.

Sixthly. An aqueduct, conduit, or main pipe, wholly in the township and parish of Sutton Coldfield, in the county of Warwick, commencing from and out of the said intended well or shaft and reservoir thirdly hereinbefore described, and terminating at or in the said last-mentioned intended reservoir.

Seventhly. A reservoir, to be situate on certain lands in the township or hamlet of Moseley, in the parish of King's Norton, in the county of Worcester, adjoining to the turnpike road leading from Spensal Ash, in the county of Warwick, through Studley to Birmingham, in the county of Warwick, belonging to and now or late in the occupation of Mrs. Ann Sabin.

Eighthly. An aqueduct, conduit, or main pipe, commencing in the parish of Edgbaston, in the county of Warwick, from and out of the present mains of the Company, at or near to the intersection of the Belgrave-road and Varna-road, and passing thence from, to, and into the parishes, townships, and extra-parochial or other places of Edgbaston and Birmingham, in the county of Warwick, and Balsall Heath, Moseley, and King's Norton, in the county of Worcester, and terminating at or near the reservoir seventhly hereinbefore described.

Ninthly. To purchase, by compulsion or agreement, certain pools or ponds known as New Forge Pool and Windley Pool, together with certain mills adjoining the same, and other lands and houses connected or held therewith, in the township and parish of Sutton Coldfield, belonging to the Right Honourable Hugh Baron Somerville and the Warden and Society of the Royal town, manor, and lordships of Sutton Coldfield, together with the course or channel of the stream and the banks and margins thereof leading from the said pool or pond called New Forge Pool, into the said pool or pond called Windley Pool, and also together with the course or channel of the stream and the banks and margins thereof leading from the said pool or pond called Windley Pool, down to the said intended reservoir thirdly hereinbefore described.

To take, divert, and appropriate the streams and waters which flow or proceed from the said pools or ponds, and from Sutton-park aforesaid, to, upon, and from the site of the said intended reservoir thirdly hereinbefore described, and to collect and impound the same, and the waters to be obtained from the said intended wells, or shafts, adits, drifts, or tunnels connected therewith for the purposes of the intended works, and of the undertaking of the Company, which said streams and the other

streams to be taken and appropriated directly or derivatively flow into the River Trent and River Trent Navigation.

To authorize the Company to make and maintain all such embankments, approaches, roads, filtering beds, shafts, wells, adits, tunnels, bore-holes, dams, sluices, cuts, channels, pipes, engines, and conveniences necessary or expedient for the purposes of the above-mentioned works, or the objects of the Bill, or any of them.

To purchase by compulsion or agreement, or take on lease, and take grants of easements over any lands, houses, springs, streams, waters, and hereditaments requisite or desirable for the purposes of the intended works, or other the purposes of their undertaking; to cross, break open, alter, divert, or stop up, either temporarily or permanently, any turnpike or other roads, streets, public places, railways, tramways, canals, towing-paths, sewers, drains, brooks, and watercourses in any of the parishes, townships, or places before mentioned, or elsewhere, within their present or extended limits of supply; to vary or extinguish any existing rights or privileges connected therewith, or which would in any way interfere with the construction of the intended works, or with the objects and purposes of the Bill, and to confer other rights and privileges.

To comprise within the limits of the existing Act of the Company and of the intended Act the several parishes, townships, and other places of Birmingham, Edgbaston, Aston-juxta-Birmingham, and Sutton-Coldfield, all in the county of Warwick; King's Norton, Northfield, and Yardley, all in the county of Worcester; and Harborne, in the county of Stafford (except so much thereof as is situate within the township or hamlet of Smethwick); and to supply water within such existing and extended limits, and to apply the powers and provisions, or some of them, of the said existing Act and intended Act, to such several parishes, townships, and places respectively, and to break up the streets and roads, and lay pipes, and do such other acts as may be deemed requisite or desirable for the purposes of such extended supply.

To levy and recover rates, rents, and charges, differential or otherwise, to and in the extended limits of supply, to alter or vary existing rates, and to confer exemptions from the payment thereof.

To make further and more effectual provisions for enabling the Company 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.

To make further and other provisions, if thought requisite or expedient, with reference to the mode, terms, and conditions of the supply of water by the Company, and with reference to the officers and servants of the Company, and the general regulation and management of their affairs.

To authorize the Company to raise further capital by the creation and issue of new shares and stock and to attach to such new shares and stock, or some of them, or some part thereof, if thought requisite, certain guaranteed interest, or preference or priority in payment of interest or dividend, and other special privileges, to create debenture stock, and to borrow money on mortgage, bond, or otherwise.

To incorporate with the said Bill all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Companies Clauses Consolidation Act, 1845;" and "The Companies Clauses Consolidation Act, 1863;" and also such parts of "The Railways

Clauses Consolidation Act, 1845," relating to roads, and the temporary occupation of lands, as may be deemed expedient.

To alter, amend, and enlarge the powers and provisions of "The Birmingham Waterworks Act, 1855," and if, and so far as may be requisite or desirable for the purposes of the Bill, "The Birmingham Improvement Act, 1851;" and "The Birmingham Improvement Act, 1861."

And notice is hereby further given, that plans and sections of the intended works and plans of the lands and houses and streams in respect of which compulsory powers of purchase will be sought, with a book of reference to such plans respectively, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November, 1864, be deposited for public inspection at the office of the Clerk of the Peace for the county of Warwick, at Stratford-on-Avon, in that county, and also at the office of the Clerk of the Peace for the county of Worcester, at Worcester, in that county; and that on or before that day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places from, in, through or into which the said intended works will be made or pass, or lands, houses, or streams in respect of which compulsory powers are sought, 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 ninth day of November, 1864.

John Arnold, Solicitor for the Bill.

In Parliament.—Session 1865.

Duke of Bridgewater's Canals, and Mersey and Irwell Navigation.

(Incorporation of Company for Purchase thereof; Powers to certain Railway and Canal Companies and others.)

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

1. To incorporate a Company and to enable the same Company to acquire, either by virtue of the said Bill or by subsequent contracts and agreements to be made by virtue thereof, and upon such terms and conditions, and either in consideration of immediate payment, or of rent, or mortgage, or guarantee as may be defined in such Bill, contract, or agreement, the undertakings or any parts to be defined by the Bill or contracted for by virtue of the Bill, of the undertakings known as the Duke of Bridgewater's Canals, the Mersey and Irwell Navigation, and the Manchester and Salford Junction Canal, and the Runcorn and Weston Canal, including all or any of the tolls thereof respectively, and all or any of the branch canals, lands, buildings, tramways, sheds, warehouses, docks, basins, locks, wharves, works, and conveniences, vessels, plant, machinery, goodwill and effects, connected therewith respectively, and all or any the shares, estate, interest, powers, and privileges therein and relating thereto respectively, of the trustees under the will of Francis, late Duke of Bridgewater (who are hereinafter referred to as "The Trustees"), and of the Company of Proprietors of the Mersey and Irwell Navigation respectively, and of all others claiming under that will, or under any of the Acts herein-

after mentioned, together also with all the duties and liabilities connected with such undertakings or the parts thereof so to be acquired by the Company.

2. To enable the Trustees to admit to a joint ownership or other interest with them in the undertakings hereinbefore mentioned, or in any specific portions of the said undertakings, the company or such companies or persons or classes of persons as may contribute in shares or otherwise towards the capital of the company so to be incorporated, or as may desire to participate in the ownership or other interest in the whole or part of the said undertakings; and to enable the said Trustees from time to time to nominate and appoint directors and to delegate to boards of directors or to committees representing the company or such companies or persons as aforesaid, and with or without any participation on the part of the said Trustees, the management and control of the said undertakings or portions of the undertakings, such joint ownership or other participation being in consideration of immediate payment, or of rent, or mortgage, or guarantee, as the bill may define, or as may be agreed upon between the Company and such other companies and persons on the one hand and the Trustees on the other hand.

3. To authorise the Company to raise the necessary capital for the purposes aforesaid by shares or by mortgages, and to charge the mortgages which they may so grant either generally upon the undertaking or property acquired by them, or upon specific portions of such undertaking or property; and in like manner to attach the shares or other portions of capital which they will by the Bill be empowered to raise, either to the said general undertaking, or to particular portions thereof, and with a right to participate either in the general profits of the whole undertaking or in the profits of particular portions thereof.

4. To authorise the Company to expend a portion of the capital authorised to be raised under the powers of the Bill in the improvement, enlargement, and extension of the said undertakings, or of any specific portions thereof, and especially in the enlargement and improvement of the Mersey and Irwell Navigation, and in the construction of additional docks, basins, locks, wharves, warehouses, and other conveniences at Liverpool, Runcorn, Manchester, and elsewhere, and in additional vessels, plant, stock and machinery, and to purchase and maintain steam and other vessels.

5. To enable all or any of the following Companies and Trustees to take shares in the said Company, or otherwise to participate in the property, control, and management of the said undertakings, or of any specific parts thereof, and in the benefits, powers, and privileges, duties and liabilities appertaining thereto, or to which the Trustees or the Company of Proprietors of the Mersey and Irwell Navigation are liable, and to apply their corporate funds or their revenues towards their contributions to the said capital, or towards the guarantee of dividend or interest in respect of the purchase money or other consideration to be paid by them for their share in the said undertakings; and the Bill will enable all or any of the said Companies or Trustees to raise additional capital by shares and by loan for the purposes aforesaid, and to attach to such capital any priority in the payment of dividend or interest, or other advantage over their several existing capitals. The Companies or Trustees to whom, or to any of whom, the said powers are intended to be given are the London and North Western, the Lancashire and Yorkshire, the Great Western, the Manchester, Sheffield, and Lincolnshire, the Great Northern, the Stockport, Timperley, and Altrincham Junction, the North Staffordshire, and the Midland Railway Companies, and also the Com-

panies of Proprietors of the Rochdale Canal, of the Leeds and Liverpool Canal, and of the Trustees of the River Weaver Navigation.

6. To authorise the Trustees and the Company, and the several Companies and Trustees herein mentioned, to enter into contracts concerning any of the matters herein mentioned or referred to.

7. To authorise the amalgamation with the Company or the merging in the same of the Company of Proprietors of the Mersey and Irwell Navigation, and the dissolution of the said Company of Proprietors.

8. To authorise the levying of tolls, rates, and duties by the Company in respect of the said undertakings or any parts thereof, and dock, wharf, and warehouse rents and rates in respect of the docks, wharves, and warehouses, and to alter the existing tolls, rates, and duties now affecting the same undertakings or any parts thereof, and to grant exemptions from the same, and to make and alter bye-laws and to confer other rights and privileges, and to vary and extinguish any rights and privileges which may interfere with the objects of the Bill.

9. To define the application of any purchase money, rent, or other consideration, which may be paid to the Trustees or to the Earl of Ellesmere or to the Trustees under the wills of Francis late Earl of Ellesmere, and of George late Earl of Ellesmere respectively, in respect of the transfer of the said undertakings, or of any parts thereof, or of any lands, docks, or other property, or of any interests therein respectively; and to provide for the maintenance by the said Trustees or by the Company, or by the Companies and bodies hereinbefore named, or by some or all of them, of the said undertakings and of every part thereof, and for the fulfilment by them, either jointly or severally, of all the duties imposed by statute or otherwise with respect to such undertakings and all the parts thereof.

10. To enable the Company to purchase, by agreement or otherwise, lands and other property, and especially to purchase of the Earl of Ellesmere or the Trustees under the wills of the late Francis Earl of Ellesmere and of the late George Earl of Ellesmere respectively, or any other persons under disability, such lands and other property, or any part thereof, to be held and used for the purposes of the said undertakings, subject to the liabilities affecting the same or otherwise; and for that purpose the Bill will incorporate with itself "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Acts Amendment Act, 1860."

11. The Bill will also incorporate with itself "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The General Pier and Harbour Act, 1861, Amendment Act;" and will, for the purposes aforesaid, amend and extend, or if need be repeal the provisions of the following Acts or some of them, that is to say:—the Acts relating to the canals and navigation—viz., 10 Geo. II., cap. 9; 32 Geo. II., cap. 2; 33 Geo. II., relating to a canal from Worsley Bridge to Manchester and Longford Bridge; 2 Geo. III., relating to a canal from Longford Bridge to Hempstones; 9 Geo. III., relating to a branch canal upon Sale Moor; 34 Geo. III., cap. 37; 35 Geo. III., cap. 44; 6 and 7 William IV., cap. 115; 3 and 4 Vict., cap. 35; 5 and 6 Vict., cap. 30; 8 and 9 Vict., cap. 29; 11 and 12 Vict., cap. 12; 14 and 15 Vict., cap. 12; 16 Vict., cap. 37; 7 Geo. I., cap. 15; and 34 Geo. III., cap. 37.

The Act 9 and 10 Vict., cap. 204, and the other Acts relating to the London and North Western Railway Company; the Act 1 and 2 William IV., cap. 60; and the other Acts relating to the Lancashire and Yorkshire Railway Company; the Act 5 and 6 William IV., cap. 107; and the other Acts

relating to the Great Western Railway Company. "The Manchester, Sheffield, and Lincolnshire Railway Act, 1849" (12 and 13 Vict., cap. 81), and the other Acts relating to that Company. "The Stockport, Timperley, and Altrincham Junction Railway Act, 1861" (24 and 25 Vict., cap. 175); the Act 1 William IV., cap. 55, and the other Acts relating to the North Staffordshire Railway Company. "The Great Northern Railway Act, 1846" (9 and 10 Vict., cap. 71), and the other Acts relating to that Company; and the Act 7 and 8 Vict., cap. 18, and the other Acts relating to the Midland Railway Company. And "The Runcorn Improvement Act, 1852." Also the following Acts relating to the Rochdale Canal Company:—34 Geo. III., cap. 78; 39 and 40 Geo. III., cap. 46; 44 Geo. III., cap. 9; 46 Geo. III., cap. 20; the 47 Geo. III., sess. 2, cap. 81; and the 59 Geo. III., cap. 105; and the following Acts relating to the Leeds and Liverpool Canal Company:—10 Geo. IV., cap. 114; 23 Geo. III., cap. 47; 30 Geo. III., cap. 65; 34 Geo. III., caps. 78 and 94; and 59 Geo. III., cap. 105; and the Acts 7 Geo. I., cap. 10; 33 Geo. II., cap. 49; 47 Geo. III., cap. 82; 6 Geo. IV., cap. 29; 10 Geo. IV., cap. 70; 3 and 4 Vict., cap. 124; and all other Acts, if any, relating to the River Weaver Navigation.

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, 1864.

Dated this 11th day of November, 1864.

Slater, Heelis, and Co., Manchester, Solicitors for the Bill.

In Parliament—Session 1865.

Stourbridge Canal.

(Further Powers to Company of Proprietors of the Stourbridge Navigation; Powers as to Existing and New Share Capital; Power to Borrow; Alteration of Tolls and Rates; Provision as to Tolls' Exemptions; Use of Canals, Wharves, Wharfage, Cranes; Repeal of Powers of Commissioners; Redemption of Rent Charges and Payments; Amendment or Consolidation 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 alter, amend, and enlarge some of the powers and provisions of an Act passed in the 16th year of the reign of his Majesty King George the Third, intituled "An Act for making and maintaining a navigable canal from or near the town of Stourbridge, in the county of Worcester, to join the Staffordshire and Worcestershire Canal at or near Stourton, in the county of Stafford; and also two collateral cuts, one from a place called the Fens, upon Pensnet Chase, to communicate with the intended canal near the junction of Wordsley Brook with the River Stour, and the other from a place called Black Delph, upon the said chase, to join the first-mentioned collateral cut at or near certain lands called the Lays, in the parish of Kingswinford, in the said county of Stafford;" and of an Act passed in the 22nd year of the reign of his said Majesty, intituled "An Act to explain, amend, and render more effectual, an Act made in the 16th year of the reign of his present Majesty, for making and maintaining a navigable canal from or near the town of Stourbridge, in the county of Worcester, to join the Staffordshire and Worcestershire Canal at or near Stourton, in the county of Stafford; and also two collateral cuts therein mentioned;" or to repeal the said Acts or either of them wholly or partially, and to consolidate the provisions thereof,

or some of such provisions, with the provisions of the proposed Bill.

To continue the incorporation of, or to incorporate by the same or any other name, the Company of proprietors of the Stourbridge Navigation, in this Notice referred to as "the Company," and to vest or continue in the Company all the canals, navigations, reservoirs, feeders, cuts, channels, wharves, estates, lands, tenements, hereditaments, water, and other rights, rights of obtaining or requiring a supply of water, easements, powers, authorities, and privileges conferred by the said Acts, or either of them, or any other Act or Acts upon or now vested in, or which could be exercised or enjoyed by, the Company under the powers and provisions of the said Acts, or any other Act or Acts, or otherwise, or to amend such powers and provisions of the said Acts relating to any of the matters aforesaid, and to confer upon the Company further or other powers with reference thereto.

To alter, define, and regulate the capital of the Company, and to alter the distribution into shares, and the nominal amounts thereof, or to convert the shares into stock of such amount as may be defined in the Bill, and to alter, define, and regulate the rights of the shareholders and their rights of voting, and the holding of meetings of the Company, and the number and qualification of directors.

To authorise the Company to increase their capital, and to raise further capital by new shares or stock, with or without preference or priority, or any special privileges or advantages; and also to enable the Company to borrow money on mortgage, bond, or debenture stock, and to make further and other provisions with regard to the share and loan capital of the Company, and the regulation of its affairs and proceedings, and to repeal any limitation upon the number of shares to be held in the capital of the Company by any one person.

To alter or repeal the rates, tolls, and duties authorised to be taken by the said Acts, or either of them; to substitute new rates, tolls, and duties, to be assessed either wholly on the mileage traversed, or partly on the mileage and partly on the lockage, or in such other way as may be prescribed in the Bill. To impose rates, tolls, and duties upon or in respect of the use of the canals, towing paths, and feeders of the Company, or the construction or use of wharves or basins communicating with the canals of the Company, or the construction or use of wharves, basins, towing paths, cranes, and weighing machines of the Company, and upon or in respect of minerals and goods loaded and unloaded on wharves or basins, or passing over towing paths of the Company, or upon or in respect of the use of the water of the canals or feeders of the Company.

To vary or extinguish existing exemptions from tolls, rates, and duties, and to substitute other exemptions from and rights and privileges in reference to tolls, rates, and duties; to alter or repeal the present mode, and to substitute other modes of levying and collecting rates, tolls, and duties; to enable the Company to enter into special contracts with owners of lands, houses, mines, and works, or other persons, and with railway, canal, and other companies, as to rates, tolls, and duties, and as to exemptions from, and rights and privileges in reference to rates, tolls, and duties, and as to the construction and use of wharves or basins communicating with the canals of the Company, and the rates, tolls, and duties payable in respect thereof, and as to the use of wharves, basins, towing paths, lands, cranes, and weighing machines of the Company, whether for the loading, unloading, or transit of minerals and goods or otherwise, and the rates, tolls, and duties payable in respect thereof, and as to the use of the water of the canals or feeders of

the Company, and the rates, tolls, and duties payable in respect thereof as may be specified in the Bill.

To confer upon the Company further powers for the collection and recovery of rates, tolls, and duties, and for the prevention of evasion of payment of tolls, and for the prevention of frauds, and for regulating the use of the canals or any part thereof, and for the prevention of damage to and obstructions in or upon the canals, towing paths, feeders, wharves, works, and lands of the Company, or to the use of the easements, or the exercise of the rights of the Company for preventing the waste of water, for regulating the use and repairs of basins and wharves of or communicating with the canals of the Company, for securing the supply of water to which the Company are entitled, for obtaining without previous treaty a supply of materials in case of sudden damage to the canals or works of the Company, for the making of bye-laws and the imposition of penalties for offences against the Act and bye-laws, and for making applicable to the said canals the powers and provisions in force and which can be exercised by other canal companies, in or near the district traversed by the canals of the Company.

To abolish the Commissioners constituted by the first recited Act, and to repeal all or any of the provisions of the said Act relating to the powers and duties of the Commissioners, and to vest in the Company any documents or effects of the Commissioners.

To incorporate with the Bill "The Lands Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," or any of such Acts, and to make the provisions of the Lands Clauses Consolidation Act applicable to some of the objects and purposes for which the Commissioners were constituted.

To enable the Company to acquire by way of purchase or lease additional lands, easements, or supplies of water, and to grant leases of wharves and lands; and to sell surplus lands, and to erect or contribute to the erection of basins, wharves, warehouses, buildings, weighing machines, and cranes, and other machinery connected with the canals of the Company; and to repeal any restrictions in the said Acts in relation thereto.

To enable the Company, compulsorily or by agreement, and subject to such terms as may be prescribed in the Bill, to buy up or redeem rent-charges and other payments, heretofore paid, or which may become payable, in respect of any of the canals, feeders, works, lands, easements, or rights of the Company.

To make further provision for the maintenance, alteration, or improvement of any of the works of the Company; and to authorize or confirm arrangements, or agreements, with any company or person, with reference to the use, management, or maintenance of any of the canals, wharves, basins, feeders, or works of the Company, or of the canals, basins, or wharves communicating with the canals of the Company, or with reference to the use of the easements, or exercise of the rights of the Company.

The Bill will vary and extinguish all rights and privileges which will interfere with its objects, and will confer other rights and privileges.

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, 1864.

Harward and Shepherd, Stourbridge, Solicitors for the Bill.

Dyson and Company, 24, Parliament-street, Westminster, Parliamentary Agents.

North Staffordshire Railway.

(Potteries Loop Line.)

(Powers for North Staffordshire Railway Company to make and maintain a loop line of railway in connection with their railway through the Staffordshire Potteries; to divert certain authorized railway; to use and maintain railway at Longton, and to construct tramway at Fenton; increase of capital; repeal and alteration of provisions relating to mines and minerals lying under and near the Trent and Mersey Canal; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to authorize the North Staffordshire Railway Company (hereinafter called "the Company,") to make and maintain the following railway, with all necessary and proper sidings, stations, approaches, works, and conveniences connected therewith (that is to say):

A railway commencing in the parish of Stoke-upon-Trent, and county of Stafford by a junction with the Hanley branch of the North Staffordshire Railway, at or near a point about one furlong west of the booking-office of the passenger station of that branch at Hanley, and terminating in the parish of Audley and county of Stafford by a junction with the Pottery line of the North Staffordshire Railway, at a point at or about one furlong north of the station-master's house at the Harecastle station of that line of railway, and which said railway 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): Stoke-upon-Trent, Hanley, Shelton, Rushton Grange, Sneyd, Cobridge, Abbey Hulton, Burslem, Smallthorn, Norton-in-the-Moors, Tunstall, Great Chell, Little Chell, Chell, Wolstanton, Golden Hill, Kidsgrove, Oldecote, Ranscliff, Thursfield, Brieryhurst, New Chapel, Wedgwood, Audley, and Talk, otherwise Talk-o'-the-Hill, in the county of Stafford:

Also to abandon so much of the railway authorised to be made by the "North Staffordshire Railway New Works Act, 1864," and therein numbered 1, as lies between the point in the parish of Audley and county of Stafford, marked 6 miles 1 furlong on the deposited plans of such railway, and the termination thereof, as shown on the said plans, in the parish of Barthomley and county of Chester, and to make and maintain in lieu thereof a new line of railway, to commence at the said point marked 6 miles 1 furlong, and to terminate in the said parish of Barthomley and county of Chester by a junction with the Crewe branch of the North Staffordshire Railway, at or about one furlong west of the point where the said branch crosses the turnpike road from Newcastle-under-Lyme to Sandbach, and which said new line of railway will pass in, through, or into the several parishes, townships, and extra-parochial and other places, or some of them, of Audley, Bignall End, Talk, otherwise Talk-o'-the-Hill, Barthomley, and Balterley, in the county of Stafford; and Alsager and Barthomley, in the county of Chester:

Also to make and maintain a tramway, commencing in the parish of Stoke-upon-Trent, in the county of Stafford, by a junction with the Canal Tramway, leading from Stoke-upon-Trent to Longton, called the Lane End Railway in the Acts relating to the Trent and Mersey navigation, in or near a field in the township of Great Fenton belonging to the curate of Lane End Chapel, and in the occupation of William Baker and Edward Chalinor, Esqrs., and terminating in the said parish

of Stoke-upon-Trent, in or near a wharf and premises in the township of Fenton Vivian, belonging to and in the occupation of the Fenton Park Company, and which said intended tramway will pass from, through, or into the several parishes, townships, and extra-parochial, or other places following, namely: Stoke-upon-Trent, Great Fenton, and Little Fenton, or some of them, all in the county of Stafford:

And to authorise the maintenance and use by the Company of the colliery branch railway from the Longton goods station of the Company, in the township of Great Fenton, in the parish of Stoke-upon-Trent, to the Golden Hill Colliery, in the same township of Great Fenton:

And it is proposed by the said intended Act to authorise the Company to take or purchase by compulsion lands or buildings in the several parishes, townships, and places aforesaid, or some of them, for all or some of the purposes aforesaid; also to authorise the Company to purchase lands and buildings by agreement, and to deviate from the lines and levels of the proposed railways, as shown on the plans and sections hereinafter referred to; and also to stop up, remove, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, bridges, rivers, and other waters and water-courses of every description, natural or artificial, sewers, pipes, buildings, and works, within or near to the several parishes, townships, or places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the said intended Act, and to vary or extinguish all existing rights or privileges connected with any lands or buildings to be purchased or taken under the powers of the said Act, or with any road, highway, railway, tramway, bridge, river, water-course, sewer, pipe, building, or works 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 to confer, vary, or extinguish other rights and privileges:

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

And it is proposed by the intended Act to repeal or alter all or certain of the provisions of an Act passed in the first year of the reign of King William the Fourth, intituled "An Act to consolidate and extend the powers and provisions of the several Acts relating to the navigation from the Trent to the Mersey," and of "The North

Staffordshire Railway (Pottery Line) Act, 1846," and of "The North Staffordshire Railway Act, 1847," and all other Acts relating to the North Staffordshire Railway Company relating to mines and minerals under the Harecastle Tunnel, or under any part or branch of the navigation from the Trent to the Mersey, or under any lands adjoining or near thereto respectively, and to enact other provisions in lieu thereof, and to authorise the said Company to purchase by compulsion or agreement all or any such minerals, and to sell or to get and work the same:

And it is proposed by the said intended Act to repeal or amend the several personal and local Acts following, or some of them (that is to say): 1 Will. 4, cap. 55; 9 and 10 Vic. cap. 85; 10 and 11 Vic. cap. 108; 11 and 12 Vic. caps. 66 and 83; 13 and 14 Vic. cap. 55; 17 and 18 Vic. cap. 124; 22 and 23 Vic. cap. 126; 23 Vic. cap. 42; 26 and 27 Vic. cap. 158; and 27 and 28 Vic. caps. 118, 232, 308, and 309 relating to the North Staffordshire Railway Company:

And notice is hereby also given, that a plan and section in duplicate of the intended railways and tramway, and the lands which may be taken under the compulsory powers of the Act, a book of reference to the plan, and a published map with the respective lines of railway and tramway delineated thereon, showing their general course or direction, will be deposited with the Clerk of the Peace for the county of Stafford, at his office in Stafford, and with the Clerk of the Peace for the county of Chester, at his office in Chester; and that a copy of so much of the 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 all such deposits will be made on or before the 30th of November instant, and will be accompanied with a copy of this notice; and that printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd of December next.

Dated the 9th day of November, 1864.

Burchells, 5, Broad Sanctuary, Westminster.

In Parliament.—Session 1865.

Bristol and Exeter Railway.

(Additional Powers.)

(Transfer of Cheddar Valley and Yatton Railway to Bristol and Exeter Railway Company; Release of Somerset and Dorset Railway Company from obligation to construct Cheddar Valley and Yatton Railway; Powers to Bristol and Exeter Railway Company to construct and to raise Capital; Provisions for facilitating Junction with East Somerset Railway; Extension of Time for purchasing Lands authorised to be taken by Bristol and Exeter Railway Act, 1863, and Cheddar Valley and Yatton Railway Act, 1864; and for completing Works; Additional Lands at Bristol, Hutton, Bridgwater, and Collumpton; Removal or Arrangements as to Bristol Cattle Market; Powers to lay Narrow Gauge between Weston-super-Mare Junction and Highbridge; Amendment of Acts, &c.)

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

To release the Somerset and Dorset Railway Company from the obligation to construct the railways and works authorised by "The Cheddar Valley

and Yatton Railway Act, 1864," and to transfer to the Bristol and Exeter Railway Company all the powers of the Somerset and Dorset Railway Company, given by such Act, with reference to these railways and works, whether with reference to the purchase, taking, and holding of lands, houses, and property, by compulsion or agreement, the construction of works, the working and maintenance of the railway, the levying of tolls, or otherwise. To authorise the Bristol and Exeter Railway Company to undertake the construction of the railways and works authorised by "The Cheddar Valley and Yatton Railway Act, 1864," and to accept or take, and the Somerset and Dorset Railway Company to make, the transfer of that undertaking, and the obligations and liabilities connected therewith, and to exercise all the powers and authorities conferred on the Somerset and Dorset Railway Company by "The Cheddar Valley and Yatton Railway Act, 1864," whether with reference to the compulsory purchase of lands, the construction of works, the levying of tolls, the working and maintenance of the railway and works, or otherwise, and to amalgamate the Cheddar Valley and Yatton Railway with the undertaking of the Bristol and Exeter Railway Company.

To alter the arrangements between the Somerset and Dorset Railway Company and Bristol and Exeter Railway Company, whether confirmed by the said Act or otherwise, and to repeal the provisions of the said Act giving powers to the Somerset and Dorset Railway Company to raise money for the purposes thereof, and to authorise other arrangements between the Companies.

To enable the Bristol and Exeter Railway Company to contribute the remainder of the capital required for the construction of the Cheddar Valley and Yatton Railway, and to raise further sums of money for the purpose of the undertaking and other objects of the Bill, either as ordinary capital, or by attaching a preference or priority in payment of dividend over the ordinary capital of the Company, or by mortgage bond or debenture stock, or by any of such means.

To extend the time limited by "The Cheddar Valley and Yatton Railway Act, 1864," for the compulsory purchase of lands and houses authorised to be taken by that Act, and to enable the Bristol and Exeter Railway Company to exercise such compulsory powers within such extended period, and to extend the time for the completion of works.

To extend the time limited by "The Bristol and Exeter Railway Act, 1863," for the compulsory purchase of lands and houses authorised to be taken by that Act, respectively situate in the several parishes of Bedminster, in the city and county of Bristol; Hutton, Burnham, Taunton, St. James, Wellington, Ilminster, and Chard, in the county of Somerset; Broadclist, in the county of Devon; and St. David's, in the city and county of Exeter; and to enable the Bristol and Exeter Railway Company to exercise such compulsory powers within such extended period.

To enable the Bristol and Exeter Railway Company to purchase compulsorily, and take, for the purposes of station and other accommodation connected with their railway, the lands and houses hereinafter described, or any of them, or any part thereof (that is to say):—

The lands, houses, and property in the parish of St. Mary Redcliffe, in the city and county of Bristol, situate adjoining the turnpike-road leading from the bridge called Bath Bridge to Totterdown, in the said city and county, and adjoining, or near, the premises and works belonging to the Bristol and Exeter Railway Company.

The lands, houses, and property in the parish of Temple, otherwise Holy Cross, in the city and county of Bristol, situate adjoining Bath Parade and the road leading from Bath Bridge to the Bristol Cattle Market.

Also, lands, houses, and property situate in the said parish of Temple, otherwise Holy Cross, and lying between the Bristol Cattle Market and the Floating Harbour.

Also, lands, houses, and property situate in the said parish of Temple, otherwise Holy Cross, being the north-west corner of the said Bristol Cattle Market.

The lands, houses, and property in the parish of Hutton, in the county of Somerset, situate on both sides of the main line of the Bristol and Exeter Railway, at or near the Weston-super-Mare Junction, in the said parish of Hutton.

The lands, houses, and property in the parish of Bridgwater, in the county of Somerset, situate on the west side of the Bridgwater Station.

The lands, houses, and property in the parish of Cullumpton, otherwise Collumpton, in the county of Devon, situate on the east side of the Cullumpton or Collumpton Station, in such parish.

To authorise or confirm by the Bill arrangements between the Company and the Trustees of the Bristol Cattle Market, or the mayor, aldermen, and burgesses of the city of Bristol, as to the removal of such market, or any part thereof, and the acquisition or appropriation of another site or sites for all or any part of that market, and to transfer or apply to the new or altered market all the powers, whether of levying tolls or otherwise, which would be exercised in the present market.

To authorise the Bristol and Exeter Railway Company to lay down the narrow gauge, in addition to the broad gauge, between a point at or near the Highbridge Station of their railway, and a point at or near the Weston-super-Mare Junction Station, or any portion of their line between those points.

To authorise and require the Somerset and Dorset Railway Company to lay down the broad gauge, in addition to the narrow gauge, from the authorised junction of the Cheddar Valley and Yatton Railway No. 1, in the In-parish of St. Cuthbert Wells, with the Somerset and Dorset Railway, to the broad gauge rails of the East Somerset Railway on the eastern side of the turnpike road or street separating the station of the Somerset and Dorset Railway Company from the East Somerset Railway Company, and, in default, to authorise the East Somerset and Bristol and Exeter Railway Companies, or either of them, to execute such works, and to authorise the Bristol and Exeter Railway Company and East Somerset Railway Company respectively, to pass over and use with their engines, carriages, and servants, and for the purposes of traffic of all kinds, the broad gauge rails so laid down; and also the lines and stations at Wells, of the Somerset and Dorset Railway Company, upon such terms and conditions, and on payment of such tolls and charges to the Somerset and Dorset Railway Company, as may, in default of agreement, be settled by arbitration, so as to afford an efficient communication between the Cheddar Valley and Yatton and the East Somerset Railways, and to require the Somerset and Dorset Railway Company to afford all reasonable facilities for such purposes.

To alter, amend, and enlarge "The Cheddar Valley and Yatton Railway Act, 1864;" the Somerset and Dorset Railway Act, 15 Vict. cap. 63, and any other Acts relating to the Somerset and Dorset Railway Company; the Bristol and Exeter Railway Act, 6 William IV., cap. 36; "The Bristol and Exeter Railway Act, 1863," and any other Acts relating to the Bristol and Exeter Railway Company; the Bristol Cattle Market Act, 9 Geo. IV., cap. 41, and

any other Acts relating to that market, and will alter tolls, rates, and duties authorised to be taken by such Acts or any of them.

The Bill will authorise, for the purposes of the intended works and objects of the Bill, the compulsory purchase of lands and houses, the levying of rates and tolls, the alteration of rates and tolls, and will vary and extinguish all rights and privileges which will interfere with the objects of the Bill.

Plans describing the lands and houses intended to be taken compulsorily, under the powers of the Bill, with books of reference to the 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 Somerset at his office at Wells, and with the Clerk of the Peace for the city and county of Bristol at his office at Bristol, and with the Clerk of the Peace for the county of Devon at his office at the Castle of Exeter; and on or before the same day a copy of so much of the said plans and book of reference as relate to any of the parishes aforesaid, in which any lands which may 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 10th day of November, 1864.

Fussell and Prichard, Bristol, Solicitors for the Bill.

In Parliament—Session 1865.

Bristol Water Works.

(Construction of New Works, Diversion of Certain Springs, Alteration of Rates or Rents and of Hours of Supply, Increase of Capital, Amendment of Act.)

NOTICE is hereby given that "The Bristol Water Works 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 confer upon them the following, or some of the following, among other powers:

1. To construct and maintain the following new works.

(1.) A reservoir (herein referred to as No. 1), to be constructed in the parish of Backwell, in the county of Somerset, on certain lands on Backwell Hill, being parts of the glebe lands in the said parish of Backwell, known as Parson's Batch, and south of a gorge or valley known as the Grove, such lands being situate about 650 yards southward of Backwell church, and numbered 874 and 875 in the Tithe Commutation Map for the said parish of Backwell.

(2.) A reservoir (herein referred to as No. 2), to be constructed in that part of the parish of Bedminster which lies in the said county of Somerset, in a certain field belonging to the Company on Knowle Hill, and which field is situate about 380 yards eastward of a public house called the "The Talbot," situate at the junction of Knowle Lane with the turnpike road leading from Bristol to Whitchurch.

(3.) A reservoir (herein referred to as No. 3), in the parish of St. Paul, in the city and county of Bristol, on certain land belonging to Thomas Johnson, and in the occupation of Thomas Eades, such land being situate about 150 yards north of Ashley farmhouse.

(4.) A reservoir (herein referred to as No. 4), in the parish of Long Ashton, otherwise Ashton, in the county of Somerset, upon certain land belonging to Sir John Henry Greville Smyth, known as Leigh Woods, such land being situate 110 yards eastward of the Rownham Hill Toll Gate House.

(5.) A main pipe or aqueduct commencing at certain springs, called Midgal, otherwise Midgel Springs, in the parish of Chelvey, in the said county of Somerset, at a point 350 yards, or thereabouts, nearly due south of a house called Nailsea Court, in the parish of Nailsea, in the said county of Somerset, and passing thence through or into the parishes of Chelvey, Nailsea, Brockley, and Backwell, in the said county of Somerset, and terminating in reservoir (No. 1.)

(6.) A main pipe or aqueduct commencing from and out of reservoir (No. 1), passing through or into the parishes of Backwell, Flax Bourton, Long Ashton, otherwise Ashton, and Barrow otherwise Barrow Gurney, all in the said county of Somerset, and terminating by a junction with the Company's existing store reservoir, in the said parish of Barrow, otherwise Barrow Gurney, on the west side of such reservoir.

(7.) A main pipe or aqueduct commencing from and out of the intended main pipe or aqueduct firstly hereinbefore described in the village of West Town, at or near the junction of the Backwell Road with the turnpike road leading from Bristol to Congresbury, and terminating by a junction with the intended main pipe or aqueduct secondly hereinbefore described at or near the junction of the Backwell Road with the said turnpike road, at a point nearly opposite to the George Inn; the said main pipe or aqueduct will be wholly situate in the said parish of Backwell.

(8.) A main pipe or aqueduct commencing from and out of the Company's existing reservoir at Bedminster Down, in that part of the said parish of Bedminster which lies in the said county of Somerset, and passing through or into the said parish of Bedminster, and terminating in reservoir (No. 2.)

(9.) A main pipe or aqueduct commencing from and out of certain springs known by the name of the Boiling Wells, in the parish of Stapleton, in the county of Gloucester, passing through or into that parish and the said parish of St. Paul, and terminating in reservoir (No. 3.)

(10.) A main pipe or aqueduct commencing from and out of the Company's existing reservoir at Bedminster Down aforesaid, and passing through or into that part of the said parish of Bedminster which lies in the said county of Somerset, and also passing through or into that part of the said parish of Bedminster which lies in the said city and county of Bristol, and also passing through or into the said parish of Long Ashton otherwise Ashton, and terminating in reservoir (No. 4.)

2. To take, use, and appropriate for the purposes of the proposed new works, as well as of the existing undertaking of the Company, the waters of the following springs, viz, the aforesaid springs called or known by the name of Midgal otherwise Midgel Springs, in the said parish of Chelvey, also the springs called Chelvey Springs, in the said parishes of Chelvey and Brockley, or one of such parishes, the waters of which said Midgal otherwise Midgel

and Chelvey Springs now flow into and form part of the River Kenn, and which said River Kenn now flows into the Bristol Channel. Also the springs known as the Boiling Wells, in the said parish of Stapleton, the waters of which said springs or wells now flow into and form part of a mill stream, and thence flow into the River Frome, and which said last-mentioned river falls into the River Avon, partly by means of the Floating Harbour at Bristol, and partly by means of a culvert.

3. Also to take, use, and appropriate for the purposes of the Company all such springs and streams as may be found in, upon, or under any lands to be acquired or held by the Company under the powers of the said Bill.

4. To construct and maintain in the before-mentioned parishes and places, or some of them, all such pipes, conduits, culverts, wells, adits, cuts, drains, sluices, engines, and other works, as may be necessary for carrying into execution the objects and purposes of the Bill.

5. To lay down and maintain pipes in, over, and under streets, roads, lanes, bridges, and other public passages and places, and to purchase by compulsion or agreement, and to take on lease, lands, houses, springs, streams, waters, and other hereditaments, and to take easements over and under any lands, houses, and other property.

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, and the springs and streams intended to be taken and diverted, with a book of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands, houses, and other property which may be taken under the powers of the Bill, and also a copy of this Notice, will on or before the 30th day of November instant be deposited for public inspection at the office of the Clerk of the Peace for the city and county of Bristol at Bristol, and for the county of Somerset at Wells, and for the county of Gloucester at Gloucester; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended works will be made or be situate, 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 then with the parish clerk of a parish immediately adjacent thereto.

The Bill will empower the Company for the purposes of the before-mentioned works, and of their authorised undertaking, to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and 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 Bristol Water Works Act, 1862," and to confer other powers, rights, and privileges on the Company, and it is intended especially to alter the said Act by repealing so much of it as defines the hours within which water is to be turned on constantly by the Company, and by altering and increasing the rates or rents which the Company are by the said Act now authorised to levy and take, and also by altering the mode of levying or recovering such rates and rents.

The Bill will vary and extinguish all existing rights and privileges which would in anywise interfere with any of the objects of the Bill, 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 Waterworks Clauses Act, 1847," "The Waterworks Clauses Act, 1863," and "The Companies Clauses Act, 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 10th day of November, 1864.

Russell and Prichard, Bristol, Solicitors to the Company.

Dyson and Co., 24, Parliament Street, Westminster, Parliamentary Agents.

In Parliament—Session 1865.

Harwich Harbour.

(Extension of Limits—Alteration in Election of a Conservator of Mistley and Manningtree, and as to the time and place of holding Meetings—Erection of Ballast Wharfs, Piers, Landing-places, and other Works—Compulsory purchase of Lands—Regulations and Restrictions as to Works within the Harbour—Vesting bed and foreshore of the Harbour in Conservancy Board—Power to grant Licenses, to erect Works, and to dredge within Harbour—To prohibit any erection or dredging without a license—To regulate Fisheries—To provide Steam-tugs—To levy Rates and 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 confer on the Harwich Harbour Conservancy Board (hereinafter called "the Board"), the following powers or some of them, and to effect the objects following, or some of them (that is to say):—

1. To extend the limits of Harwich Harbour as defined in and by "The Harwich Harbour Act, 1863," so as to include therein that portion of the River Orwell which lies between an imaginary line drawn across that river from Shotley Point, in the parish of Shotley, to Fagborough Cliffe on the opposite side, and an imaginary line drawn across the said river from Levington Creek, in the parish of Levington, to the opposite side in the parish of Shotley, at or near a point about 1 furlong to the westward of Shotley Sluice, to enable the Board to exercise all the rights, powers, and privileges vested in them upon such portion of the said River Orwell, and to extinguish all rights and privileges which may in any way interfere with the exercise of such rights, powers, and privileges.

2. To make better provision for the election of a Conservator by the owners and occupiers of lands situate in the respective parishes of Mistley and Manningtree, in the county of Essex, and also with respect to the times and places for holding the meetings of the Board, and for the general management of its affairs.

3. To confer on the Board the following powers for the more efficient conservancy of the harbour; and for affording better accommodation to vessels resorting to, and the trade carried on in the said harbour, viz.:—

To vest in the conservators by agreement or by compulsory purchase, or otherwise, the bed and shores of the harbour, or any part thereof, and to prevent any ballast, rubbish, earth, ashes, dirt, mud, soil, or other offensive matter from being unloaded or thrown into the waters of the said harbour, or upon the foreshores or banks thereof, without the consent of the Board.

To license the owners of barges and vessels and other persons to remove any soil banks and other accumulations and obstructions within the harbour,

and to dredge and otherwise improve the same, and to permit the raising under certain restrictions of sand, gravel, and other parts of the soil and bed of the harbour.

To raise vessels of any description sunk or stranded within the limits of the harbour, and to render the owners or other persons interested in such vessels liable to expenses occasioned thereby, and to prevent barges or other vessels unfit for use being used within the said harbour.

To make bye-laws for the regulation of such vessels, or barges, and in connection with other objects of the said Bill.

To license embankments, jetties, landing-places, and other works and conveniences, and to prohibit the erection thereof without such license.

To construct and maintain ballast-wharfs and all necessary embankments, quays, landing-place, approaches, and other works and conveniences for receiving and supplying ballast.

To construct and maintain groins, seawalls, breakwaters, roads, approaches, embankments, and other works for improving the navigation within the limits of the said harbour, and for reclaiming lands, and for preventing any encroachments by the sea.

To construct and maintain a pier and landing-place, and all necessary approaches, works, and conveniences, commencing on the beach at or near a point 1,200 feet or thereabouts measured along the shore in a northwardly direction, from the north-west angle of the fence enclosing the lighthouse and premises on Landguard Point, in the possession of the Trinity House Corporation, and thence passing in a westwardly direction into the harbour, and terminating in the sea, at or about 200 feet from the commencement thereof, and which said pier and works will be wholly situate in the parishes and places of Felixstow, Walton, and Landguard, or some or one of them, in the county of Suffolk.

To execute such works as to the Board may seem best calculated to prevent the point of land called Landguard Point, at the north-eastern side of the mouth of the estuary of the harbour, from extending across the mouth or entrance of the harbour, and to remove such portions of the said point as they may deem expedient for rendering the said harbour more readily accessible as a harbour of refuge.

To provide steam-tugs and other vessels, to be used within the limits of the said harbour, and for towing vessels into and out of the same.

To license ferries, ferry-boats, and fisheries within the jurisdiction of the Board, and to make bye-laws for the rules and regulations thereof respectively, and to prevent the exercise of any rights of ferrying and fishing without such license.

To enable the Board to purchase and acquire, by compulsion or otherwise, lands, houses, quays, and other property for carrying into effect all or any of the objects and purposes aforesaid, and for any other works which may from time to time be deemed requisite for the preservation and improvement of the said harbour; and to sell and dispose of any surplus lands belonging to the Board; and to extinguish all rights and privileges connected with such lands respectively: and to confer, vary, or extinguish other rights and privileges, and particularly the right or privilege of any vessel to anchor within a distance from the mouth of the harbour, to be defined in the said Bill, so as to interfere with the ingress and egress to the said harbour, and to impose penalties or payments for so doing.

To alter the rates, duties, and charges authorised to be levied by the Board, and to authorise the levying of other rates, duties, and charges, and to vary and extinguish exemptions from rates, tolls, duties, and charges, and other rights and privileges, and to confer other exemptions, rights, and privileges.

To empower the Board from time to time to borrow upon credit of the tolls, rates, duties, and charges to be authorised by the said intended Act, and other property belonging to them, any sum or sums of money which may be necessary for carrying into effect the objects and purposes of the said intended Act, and the general powers of the Board.

To vest in the Board the appointment and regulation of pilots for the harbour, and to fix the rate of pilotage, and to prescribe the rights and duties of the pilots, and the obligations on masters of vessels to take pilots on board.

To alter, amend, extend, and enlarge, and if deemed requisite to repeal all or some of the powers and provisions of "The Harwich Harbour Acts, 1863," and "1864," and of the Acts (local and personal) following, or some of them, viz.:—59 Geo. 3, cap. 118; 14 and 15 Vic., cap. 42, "The Harwich Improvement and Quays' Act, 1851," relating to the town of Harwich, 53 Geo. 3, cap. 24, 1 and 2 Geo. 4, cap. 104, and 1 Vic., cap. 73, relating to the town of Ipswich.

On or before the 30th day of November instant, duplicate plans and sections of the hereinbefore described pier and works, and also duplicate plans showing the lands and houses intended to be taken under the compulsory powers of the said Bill, together with a book of reference to such plans respectively, 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 Suffolk, at his office at Bury St. Edmund's; and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in the said county; and a copy of so much of the said plans, sections, and book of reference, together with a copy of this Notice as published in the London Gazette, as relates to parishes in which works are to be constructed or lands will be taken, will, on or before the said 30th day of November instant, be deposited with the respective parish clerks of the said parishes, at their respective places of abode.

Dated this 11th day of November, 1864.

By order of the Board of Trade.

Wyatt and Metcalfe, 28, Parliament Street, Westminster, Parliamentary Agents.

Grosmont Turnpike Trust.

(Repeal and Re-enactment of Act—Renewal and Extension of Powers of Trustees—Provision as to Tolls and Mortgage and other Debts.

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 repeal and re-enact (subject to such alterations and amendments as may be expedient, or as Parliament may prescribe) an Act of the 3rd year of the reign of his late Majesty King William the Fourth, chapter 61, intituled "An Act for repairing and improving the road between the towns of Ross and Abergavenny, by Broad Oak and Skenfrith, and certain roads connected therewith, leading to Grosmont and other places, and for, making and maintaining certain branches of road to communicate therewith, all in the counties of Hereford and Monmouth."

To continue for a further period the powers of the trustees under the said Act proposed to be repealed, and to appoint other and additional trustees, and to levy tolls and to alter existing tolls, and to confer, vary, or extinguish exemptions from the payment of tolls, and to provide for the removal of toll gates.

To regulate and alter and vary the application and expenditure of the money arising from the tolls collected upon the said roads, and to provide

for the payment, reduction, or discharge of all or some of the mortgage and other debts due and owing on the credit of the said tolls and the interest thereon, and to make such provisions as are usual in Acts of the like description.

On or before the 23rd day of December, 1864, 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 10th day of November, 1864.

William Powell Hooper, } Ross, Solicitors
Henry Minett, } for the Bill.
Pritt, Sherwood, Venables, and Grubbe,
7, Great George-street, Westminster,
Parliamentary Agents.

In Parliament—Session 1865.

Sunderland Corporation.

(Alteration in Mode of Keeping Accounts—Enlargement of Time for Paying Off Borrowed Monies—Power to Borrow Further Monies—Alteration of Rates—New Rates—Repeal of Restriction to Hold Markets within the Parish of Sunderland—Amendment of Acts, and other purposes.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Sunderland, in the county of Durham, being the Corporation, and acting by the Council of the borough as the Local Board of Health (hereinafter called the Local Board), intend to apply to Parliament in the ensuing session for an Act to effect the objects and purposes following, or some of them (that is to say):—

To alter and simplify the mode of keeping the accounts of the Mayor, Aldermen, and Burgesses of the said borough (hereinafter called "The Corporation,") and the accounts of the Local Board.

To provide for paying off all monies due and owing from the Corporation and Local Board respectively, and to call in and cancel all mortgages and other securities granted by the said Corporation and Local Board respectively, and to extinguish the rights and interests of the holders thereof, and to grant other mortgages and securities in lieu of those so called in and cancelled, and make other provisions concerning the same.

To alter, amend, and enlarge the powers of the Corporation and Local Board respectively, with respect to the borrowing and repayment of monies, and to enable them, or either of them, to borrow further monies upon mortgage and otherwise, and to extend the period limited by the Acts hereinafter mentioned for the repayment of borrowed monies, and provide for paying such monies by means of a sinking fund or otherwise.

To repeal so much of section 34 of "The Borough of Sunderland Act, 1851," as declares that all markets shall be held in the parish of Sunderland, and to grant further and other powers for the establishment and holding of markets for the better convenience of the inhabitants of the said borough and others using the said markets.

To levy tolls, rates, duties, and charges upon the owners and occupiers of property within the district of the Local Board, and for the use of the markets and other conveniences, and to alter, vary, lessen, or increase the several existing tolls, rates, duties and charges taken or levied by the Corporation and Local Board respectively, and to alter the mode in which the same may be levied and assessed and the application thereof, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties and charges, and other rights and privileges.

So far as may be necessary for effecting all or any of the objects and purposes aforesaid, it is intended to repeal, alter, amend, extend, and enlarge the powers and provisions of the several Acts following, or some of them, that is to say, "The Borough of Sunderland Act, 1851," "The Wear-mouth Bridge Act, 1857," "The Public Health Act, 1848," "The Local Government Act, 1858," "The Local Government Act Amendment Act, 1861," and the several Acts incorporated with those Acts and the Act 5th and 6th William IV., chapter 76, and all other Acts, Charters, and Grants relating to or affecting the Corporation and Local Board respectively.

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.

William Snowball, Town Clerk, Sunderland.

Wyatt and Metcalfe, Parliament-street, Parliamentary Agents.

Devon and Somerset Railway Company.— Ilfracombe Harbour.

(Purchase or Lease of Ilfracombe Harbour.)

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

To empower the Ilfracombe Harbour Company, Limited, to let, either in perpetuity or for any limited period, and also to sell and transfer to the Devon and Somerset Railway Company, all or any part of their said undertaking, harbour works, and conveniences, constructed or to be constructed, lands, property, rights, powers, privileges, easements and authorities, agreements and benefits of agreements, present or future, of the Ilfracombe Harbour Company, Limited (affecting the undertaking of the Ilfracombe Harbour Company, Limited), for such respective rents, prices, and considerations, and on such respective terms and conditions as have or may be agreed upon, and to enable the Devon and Somerset Railway Company to take such lease, and accept such transfer, to sanction and give effect to agreements between the Devon and Somerset Railway Company on the one hand, and the Ilfracombe Harbour Company, Limited, on the other hand, for the purposes or any of the purposes aforesaid, and, if necessary or thought expedient, to provide for the dissolution of the Ilfracombe Harbour Company, Limited.

To apply to the purposes of the intended Act any part of the funds which the Devon and Somerset Railway 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, with or without preference or priority of interest or dividend and other special privileges, and to confer, vary, or extinguish other rights and privileges.

To alter the tolls, rates, and duties, which the Ilfracombe Harbour Company, Limited, are authorised to take in respect of their said undertaking, and to confer, vary, or extinguish exemptions from the payments of such tolls, rates, and duties, respectively, and confer, vary, or extinguish other rights and privileges.

To sanction and give effect to agreements between Sir Bouchier Palk Wrey, Bart., and others, on the one hand, and the Ilfracombe Harbour Company, Limited, on the other hand, for the purchase of the said Harbour.

And it is intended, as far as may be requisite or desirable for any of the purposes of the intended Act, to amend or repeal the provisions of the Pier and Harbour Orders Confirmation Act, 1863, so far as relates to the Ilfracombe Harbour Order, 1863, and the Devon and Somerset Railway Act, 1864.

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

Dated this 9th day of November, 1864.

Riccard and Son, Southmolton, Devon,
Solicitors to the Bill.

Manning and Walker, 20, Great George-
street, Westminster, Parliamentary
Agents.

Hodges and Cuckfield Road.

(Continuance 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, and to pass an Act to continue and extend the term, and to alter, amend, and enlarge all or some of the provisions of an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for more effectually repairing the roads from Hodges to Beadle's Hill and Cuckfield, and from Beadle's Hill to Lindfield, all in the county of Sussex," or to repeal the said Act, and to grant further, better, and more effectual powers and provisions in lieu thereof.

And in the said Bill provision will be made for increasing the number of the trustees of the said roads, and for enabling such trustees to carry into effect all or some of the purposes following, that is to say:

To levy and collect tolls, rates, or duties upon the said roads, to alter or vary the existing tolls, rates, or duties, to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges.

To alter or vary the application of the money arising from the tolls or duties to be levied and collected upon the said roads, and to alter or vary existing provisions relative to the payment of the principal and interest of the debt due and owing on the credit of the tolls, rates, or duties levied and collected upon the said roads, and to pay off, compound, extinguish, or make other arrangements with respect to the existing mortgages, debts, interest, and charges on the said roads, and the tolls, rates, or duties, and to provide for altering the present, and fixing the future rate of interest payable in respect of such debts, or the proportion of tolls, rates, or duties to be applied in payment of interest and principal, and with respect to the ordering, arranging, and confirming the securities of the creditors upon the tolls, rates, or duties authorized to be levied and collected upon the said roads.

And notice is hereby also 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 twenty-third day of December next.

Dated this eighth day of November, one thousand eight hundred and sixty-four.

Inigo Gell, Lewes, Clerk, pro tem., to the Trustees.

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

No. 22913.

N

In Parliament—Session, 1865.

Gazeley Parish Division.

(Division of Parish—Constitution of New Parish—Levying of New and Alteration of Existing Rates for the Relief of the Poor—Apportionment of Tithe Rent Charge—Repeal or 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 introduce a Bill, and to pass an Act for all or some of the purposes following:—

To divide the parish of Gazeley, in the county of Suffolk, from the hamlet of Higham, in the same county, and to form them into two distinct parishes for all purposes, both ecclesiastical and civil.

To constitute the said parishes of Gazeley and Higham into distinct and separate incumbencies for ecclesiastical purposes, and to apportion between the said several parishes the rent-charges in lieu of tithes, glebe lands, and other emoluments belonging to the vicar of the said parish of Gazeley, or to the Ecclesiastical Commissioners for England and Wales, and arising from and out of the said parish of Gazeley, and to provide for the future presentation of incumbents of the said parish of Higham.

To confer upon the inhabitants of the said two parishes, within their respective parishes, all the same powers, rights, and privileges with respect to the election of parochial officers, making and levying rates, and other purposes, which the inhabitants of the said parish of Gazeley now possess under any law, usage, or custom, and to confer other and additional powers upon such inhabitants.

To provide for the nomination or election of the Guardians to be chosen for the said two parishes under the provisions of the Act passed in the 16th year of the reign of His late Majesty King George III., cap. 53.

To alter, amend, or repeal so much of the powers and provisions of the said last-mentioned Act and of any other Act as shall be inconsistent with or repugnant to the provisions and purposes of the said intended Act.

To provide for the apportionment and future raising and levying of the sums payable by and chargeable to the said parish of Gazeley by the Guardians of the Poor, under the provisions of the said Act of the 16th George III., cap. 53, and for the apportionment, levying, and raising of the sums payable by the said parish for county rates and police rates.

To exempt the inhabitants of the parish of Higham from all interference by, or liability to, the parish of Gazeley, and particularly the liability to assessment to any church rates for the repair of the parish church of Gazeley, or other purposes for which a rate can now be made on the inhabitants of the said parish.

To levy rates and charges within the said two parishes when divided, and to repeal or alter existing rates and charges, and to extinguish all rights, privileges, and exemptions which may interfere with the carrying into complete effect the objects and purposes of the said intended Act.

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

Dated this 8th day of November, 1864.

Kitcheners and Fenn, Solicitors, New-market.

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

**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 also to enable the Company to provide and employ steam vessels for the purposes of ferries at and near Aberdovey and Barmouth respectively, and also to enable the Company to provide and employ steam tenders and tugs at or near any such port or place as aforesaid, 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 ferries.

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 ;" "The Aberystwith and Welsh Coast Railway Act, 1863 ;" and "The Aberystwith and Welsh Coast Railway (General) Act, 1864."

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, 1864.

Dated 8th day of November, 1864.

Bircham, Dalrymple, Drake, and Co.,
46, Parliament-street, Westminster,
Solicitors for the intended Act.

Lostwithiel and Fowey Railway.

(Power to create Preferential or Guaranteed Shares ; Power to Cancel Unissued or Forfeited Shares ; Additional Capital ; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Lostwithiel and Fowey Railway Company (hereinafter called "The Company"), for an Act for the following purposes, or some of them :—

To alter, amend, repeal, or vary all, some, or any of the provisions of "The Lostwithiel and Fowey Railway Act, 1862."

To authorise certain alterations in the share capital of the Company, and in the nominal value of the shares therein, and the division into shares or stock of different denominations, and with different rights and privileges of all or some of the existing shares of the Company, whether created and issued, or not created or not issued, and if need be, the cancelling of some of such shares, and the creation and issue of new shares in lieu thereof, and the assigning to some of the shares in the Company, whether divided or not, or to any divided part thereof, special privileges, preferences, and advantages over, or in exclusion of, all or any other shares or parts of shares in the Company.

To empower the Company to raise a further sum of money for the general purposes of their undertaking, and for that purpose to create and issue new shares or stock, either divided or not, and either with or without a preference or priority, in the payment of dividend, or other rights or privileges attached thereto, or to any divided part thereof, or by borrowing on mortgage or bond, or by either of those means.

To make further and other provisions with respect to the capital and borrowing powers of the Company.

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 fifth day of November, 1864.

Hampton and Burgin, 8, John-street, Bedford-row, London ; and
R. W. Head, Exeter, Solicitors for the Bill.

CONTRACTS FOR VEGETABLES.

Contract Department, Admiralty,
Somerset-House, November 18,
1864.

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 Monday, the 5th December next, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying all such quantities of

VEGETABLES,

as may be demanded for the use of Her Majesty's Ships and Vessels at the following places, from the 1st January, 1865, to the 31st March, 1868, both days included ; viz. :

ENGLAND.

Bradwell
Lymington
Netley
Orford
Ryde
Swanage
Torquay
Tillingham

SCOTLAND.

Stornoway.

IRELAND.

Belmullet
Killybegs
Skibbereen

Separate tenders must be made for each port, and at a rate per 100 pounds, instead of at per cwt., and no attention will be paid to any offers not so made. Contractors in claiming payment for

vegetables supplied are to make out their invoices in pounds, at per 100 pounds.

None of the contracts to be sub-let.

Forms of tender may be obtained, and particular attention is called to the conditions of the contracts, which may be seen at the Lobby of the Department of the Comptroller of Victualling, Admiralty, Somerset House, or by applying to the Collectors of Her Majesty's Customs at Stornoway or Skibbereen, or 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 Department of the Controller of Victualling, Admiralty, Somerset House, and signed by two responsible persons engaging to become bound with the person tendering in the sum of £100 for each of the contracts.

The contractors to pay half the amount of the stamps on their contracts and bonds.

CONTRACTS FOR FRESH OX BEEF.

Contract Department, Admiralty,
Somerset-House, November 18,
1864.

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 Monday, the 5th day of 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, 1865, both days included, viz.:

ENGLAND, &c.

Bradwell
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
Lyminster
Milford Haven, Pembroke and Pater
Netley
North Shields
Orford
Penzance
Plymouth (Oxen)
Portland and Portland Roads
Portsmouth (Oxen)
Ramsgate

Ryde

Sheerness, from below Gillingham to the
Great Nore, inclusive

Southampton

Swanage

Tillingham

Torquay

Weymouth

Whitstable

Yarmouth (North)

SCOTLAND.

Granton

Greenock

Leith, Leith Roads, and Frith of Forth.

Queensferry

Stornoway

IRELAND.

Bellmullet

Belfast

Galway

Kingstown and Dublin

Killybegs

Kilrush

Lough Foyle

Mill Cove (Berehaven)

Queenstown and Kinsale

Skibbereen

Sneem

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 AT A RATE PER 100 LBS., and no attention will be paid to any offers not so made. Contractors in claiming payment for supplies of beef are to make out their invoices in pounds at per 100 lbs.

None of the contracts to be sub-let, the cattle for Chatham, Sheerness, and Fulmouth to be slaughtered on the spot, and the cattle for Portland to be slaughtered not further from that port than Weymouth, the contractor for Portland is also to deliver the meat on board Her Majesty's ships and vessels.

The Contractor for Portland and Weymouth is to reside at Weymouth.

The contractor for any of the other 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 in the Lobby of the Department of the Controller of Victualling, Admiralty, Somerset-House, W.C., 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 Agent for the Victualling at Haulbowline; the Officers conducting the Packet Service at Dover, Liverpool, and Southampton; the Secretary to the Postmaster-General, Dublin; to the Collectors of Her Majesty's Customs at Belfast, Cowes, Dartmouth, Deal, Falmouth, Harwich, Hull, Jersey and Guernsey, Lyme, Leith, Penzance, Ramsgate, Weymouth, Yarmouth, Greenock, Shields, Galway, Stornoway, 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 at the Lobby of the Department above-mentioned, or 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 Department of the Contrôller of Victualling, Admiralty, Somerset-House, 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 RAISINS, SUGAR, TOBACCO, AND TEA.

Contract Department, Admiralty,
Somerset House, November 11,
1864.

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 Thursday, the 24th instant, at half-past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores at Deptford, the undermentioned articles; viz.:

Raisins, 50,000 lbs. (to be tendered for at a rate per 100 lbs.); half to be delivered in three weeks from date of contract, and the remainder thereof in three weeks afterwards, or earlier if preferred by the party tendering.

Sugar, 600,000 lbs. (to be tendered for at a rate per 100 lbs.); half to be delivered in three weeks from date of contract, and the remainder thereof in three weeks afterwards, or earlier if preferred by the party tendering.

Tobacco, 100,000 lbs. (to be tendered for at a rate per 100 lbs.); half to be delivered in three weeks from date of contract, and the remainder thereof in three weeks afterwards, or earlier if preferred by the party tendering.

Tea, 100,000 lbs. (to be tendered for at a rate per lb.); half to be delivered in three weeks from date of contract, and the remainder thereof in three weeks afterwards, or earlier if preferred by the party tendering.

Tenders may be made for the whole or any portion of the articles.

Separate tenders are to be made for each article.

Their Lordships reserve to themselves the power, when the tenders are opened, of contracting either for the whole, or for such part thereof only as they may deem fit, or for a greater quantity, or of not contracting for any, and also an unlimited power of selection.

The raisins, sugar, tobacco, and tea to be exempted from the Customs' duties, and parties tendering are to state where they are lying.

Samples of the raisins (not less than 3 lbs.) must be produced by the parties tendering.

Each tender for sugar must specify the mark and landing number of each cask or package, the ship in which imported, and the country or place of its growth or produce, and an average sample (not less than 2 lbs. for each import mark) must be produced by the parties tendering, and not an average of different marks or several imports, and any parcel that is found not to be of

the same mark or average quality as the sample tendered and accepted, will be rejected by the Officers.

Each tender for tobacco must specify the several trade marks and numbers, and the countries or places of its growth or produce, and a fresh drawn dock sample of each cask or package must be produced by the parties tendering, and any cask or package that is found not to be of the same mark, number, or quality as the sample tendered and accepted, will be rejected by the Officers.

Each tender for tea must specify the import mark and number of each parcel, the ship in which imported, the dock or warehouse where lying, and must be accompanied by an average sample (not less than two pounds) of each parcel. Tenders failing in any of these conditions will not be entertained.

The samples produced by persons whose tenders are not accepted, are to be taken away by them immediately after the contracts have been decided.

No tenders will be received unless made in accordance with the above denomination of quantities and rates; and contractors in claiming payment for articles supplied are to make out their invoices in accordance therewith, both as to quantities and rates.

No tender will be received unless made on the printed form provided for the purpose, which may be obtained on application at the Lobby of the Department of the Contrôller of Victualling, Admiralty, Somerset House.

Particular attention is called to the conditions of the contracts, which may be seen in the said Lobby.

No tender will be received after half-past one o'clock on the day of treaty, and it will not be required that the party tendering, or an agent on his behalf, should attend at the office on the day of contract, as the result of the offer received from each person will be communicated to him and to his proposed sureties in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for _____," and must also be delivered at Somerset House.

CONTRACT FOR COALS FOR ST. VINCENT, CAPE DE VERDE.

Contract Department, Admiralty,
Somerset House, November 5,
1864.

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 22nd instant, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering on board Her Majesty's Steam Ships and Vessels at St. Vincent, Cape de Verde, all such quantities of

SOUTH WALES COALS,

fit for the Service of Her Majesty's Steam Ships and Vessels,

as shall from time to time be demanded, under a contract for twelve months certain from the 9th January, 1865, and afterwards, until the expiration of three months' warning.

A form of the tender and conditions of contract may be seen in the Lobby of the Storekeeper-General's Department, Admiralty, Somerset House.

No tender will be received after two o'clock on the day of treaty, nor will any be noticed unless the party attends, or an agent for him duly authorized in writing

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand

corner the words "Tender for Coals for St. Vincent," and must also be delivered at the Store-keeper-General's Department, Admiralty, Somerset House, accompanied by a letter, signed by two responsible persons, engaging to become bound with the person tendering, in the sum of £500 for the due performance of the contract.

CONTRACTS FOR WHEAT AND WINE.

Contract Department, Admiralty,
Somerset House, November 11,
1864.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Wednesday, the 30th instant, at half-past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores at Deptford; the undermentioned articles; viz.:

Wheat, 25,000 imperial bushels (to be tendered for at a rate per 100 lbs.); half to be delivered in three weeks from date of contract, and the remainder thereof in three weeks afterwards, or earlier if preferred by the party tendering.

Port Wine, 2,000 gallons; half to be delivered in three weeks from date of contract, and the remainder thereof in three weeks afterwards, or earlier if preferred by the party tendering.

Tenders may be made for the whole or any portion of the articles.

Separate tenders are to be made for each article.

Their Lordships reserve to themselves the power, when the tenders are opened, of contracting either for the whole, or for such part thereof only as they may deem fit, or for a greater quantity, or of not contracting for any, and also an unlimited power of selection.

The wine to be exempted from the Customs duties, and parties tendering are to state where it is lying.

Samples of the wine (in pints) from each cask must be produced by the parties tendering, and not samples only for each import mark.

No wheat tendered is to be of less weight than 60 lbs. per bushel.

The samples produced by persons whose tenders are not accepted are to be taken away by them immediately after the contract has been decided.

No tenders will be received unless made in accordance with the above denomination of quantities and rates; and contractors in claiming payment for wine supplied are to make out their invoices in accordance therewith, both as to quantities and rates, and for wheat in pounds, at per 100 lbs.

No tender will be received unless made on the printed form provided for the purpose which may be obtained on application in the Lobby of the Department of the Comptroller of Victualling, Admiralty, Somerset House.

Particular attention is called to the conditions of the contracts, which may be seen in the said Lobby.

No tender will be received after half-past one o'clock on the day of treaty, and it will not be required that the party tendering, or an agent on his behalf, should attend at the Office on the day of contract, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for _____," and must also be delivered at Somerset House.

CONTRACT FOR RUM.

Contract Department, Admiralty,
Somerset House, November 11,
1864.

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 Monday, the 28th instant, at half-past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores at Deptford,

Rum, 50,000 gallons; to be delivered within three weeks from date of contract.

Tenders may be made for the whole or any portion of the rum.

Their Lordships reserve to themselves the power, when the tenders are opened, of contracting either for the whole or for such part thereof only as they may deem fit, or for a greater quantity, or of not contracting for any, and also an unlimited power of selection.

The rum to be exempted from the Customs duties, and parties tendering are to state where it is lying.

Payment for the rum will be made for the proof gallons to one-tenth of a gallon, the liquid contents being ascertained to the half gallon.

Samples of the rum to be sent in pints for each Import Mark, and the average strength of each Mark Ex to be stated, and not an average of different marks or strengths of several imports; and any parcel of rum that is found not to be of the same quality, mark, or average strength as the sample tendered and accepted, will be rejected by the officers.

The samples produced by persons whose tenders are not accepted, are requested to be taken away by them immediately after the contract has been decided.

No tender will be received unless made on the printed form provided for the purpose, and which may be obtained on application in the Lobby of the Department of the Comptroller of Victualling, Admiralty, Somerset House, or to the Officer conducting the Pocket Service at Liverpool, or to the Collector of Customs at Bristol.

Particular attention is called to the conditions of the contract, which may be seen in the said Lobby, and at Liverpool and Bristol.

No tender will be received after half-past one o'clock on the day of treaty; and it will not be required that the party tendering, or an agent on his behalf, should attend at the office on the day of contract, as the result of the offer received from each person will be communicated to him in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left hand corner the words "Tender for Rum," and must also be delivered at Somerset House.

NOTICE is hereby given, that a General Meeting of the Ultimate of Ammonia Company (Limited), will be held on Tuesday, the 20th day of December, 1864, at one of the clock in the afternoon, at No. 2, Old Palace-yard, Westminster, for the purpose of receiving the report of the Liquidators appointed to wind up the affairs of the said Company shewing the manner in which such winding up has been conducted, and the property of the Company disposed of.—Date: this 15th day of November, 1864.

West and King, No. 3, Charlotte-row,
Mansion House, London, Solicitors for
the Liquidators.

British Linen Company Bank.

Edinburgh, November 17, 1864.

THE Directors of the British Linen Company hereby give notice, that a Quarterly General Court of Proprietors will be held within their Office here, on Monday, the 19th day of December next, at one o'clock in the afternoon, in terms of their Charters.

Will. Spence, Secretary.

National Industrial Life Assurance and General Deposit and Advance Company.No. 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 8th December next, at eleven a.m., to receive the report of the Directors and to transact the ordinary business of the Company.—Dated this 17th November, 1864.

Charles Woodroffe, Secretary.

NOTICE is hereby given, that a General Meeting of the Ettrick Forest Paper Mill Company (Limited), will be held on Tuesday, the 20th day of December, 1864, at half-past one o'clock in the afternoon, at No. 2, Old Palace-yard, Westminster, for the purpose of receiving the report of the Liquidators appointed to wind up the affairs of the said Company, shewing the manner in which such winding up has been conducted, and the property of the Company disposed of.—Dated this 15th day of November, 1864.

West and King, No. 3, Charlotte-row,
Mansion House, London, Solicitors for
the Liquidators.**Corsican and Mediterranean Gas Company
(Limited).**No. 7, Skinner's-Place, Sise-Lane,
London, November 17, 1864.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Shareholders of the above Company, held on Wednesday, the 12th day of October, 1864, at the Company's Offices, No. 7, Skinner's-place, Sise-lane, in the city of London, Captain W. Jesse, J.P., in the Chair, it was resolved:—

"That the Company's works having been agreed to be sold to the Colonial and General Gas Company (Limited), the Corsican and Mediterranean Gas Company (Limited), be, and it is hereby, dissolved."

And it was also resolved:—

"That Captain W. Jesse, R. E. Davidson, Esq., and H. T. Balfour, Esq., be, and they are hereby, appointed Liquidators for the purpose of winding up the affairs of the Company."

And at an Extraordinary General Meeting of the Shareholders of the above Company, held at the Company's Offices, on Friday, the 11th day of November, 1864, Captain W. Jesse in the Chair, it was resolved:—

"That the Resolutions passed at the Extraordinary General Meeting held at the Offices of the Company on the 12th October last, be, and they are hereby, confirmed."

William Jesse, Chairman of the Corsican
and Mediterranean Gas Company (Limited).

NOTICE is hereby given, that the Partnership existing up to the 17th day of October, 1864, between Edward Waldron, of Brierley-hill, in the county of Stafford, William Webb the elder, of Pensnett, in the parish of Kingswinford, in the said county of Stafford, and Michael Peake the elder, of Coseley, in the parish of Sedgley, in the said county of Stafford, as Charter-masters, and carried on by them at Brierley-hill aforesaid, under the style or firm of Waldron and Webb, and at Coseley aforesaid, under the style or firm of Webb and Peake, was, on the said 17th day of October, 1864, dissolved by mutual consent; and the said partnership business at Brierley-hill aforesaid will be carried on by the said Edward Waldron and William Webb the elder.—Dated this 31st day of October, 1864.

The
Edward X Waldron.

Mark of

The
William X Webb the elder.

Mark of

The
Michael X Peake the elder.
Mark of

NOTICE is hereby given, that the Partnership existing up to the 5th day of November, 1864, between Edward Waldron, of Brierley-hill, in the county of Stafford, and William Webb the elder, of Pensnett, in the parish of Kingswinford, in the said county of Stafford, as Charter-masters, and carried on by them at Brierley-hill aforesaid, under the style or firm of Waldron and Webb, was, on the said 5th day of November, 1864, dissolved by mutual consent.—Dated this 7th day of November, 1864.

The
Edward X Waldron.

Mark of

The
William X Webb the elder.

Mark of

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Robert Dawber, of Guildhall-street, in the parish of Saint Peter-at-Arches, in the city of Lincoln, Merchant, and Robert Dawber, of Carholme-road, in the parish of Saint Mary-le-Wigford, in the same city, Merchant, in the business of Brewers, carried on by us under the style or firm of Dawber and Company, at the Dépôt Brewery, in the city of Lincoln or elsewhere, was dissolved by mutual consent on the 17th day of October, 1864, and that the business of the said firm will in future be carried on by the said Robert Dawber, of Guildhall-street, and his son, Robert Dawber the younger, under the firm of Dawber and Company, and by whom all claims and demands against the late firm will be paid and satisfied, and who will receive all debts due to the said firm.—Dated this 9th day of November, 1864.

Robt. Dawber.

Robt. Dawber.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Cresswell Davis and John Jerrard Flower, of No. 191, Fulham-road, in the county of Middlesex, Chemists and Druggists, is dissolved as and from the 14th day of November, 1864, and all persons indebted to the firm are required to pay the amount of their debts to Mr. John Jerrard Flower, by whom all debts due from the partnership will be discharged, and who will continue to carry on the business at No. 191, Fulham-road aforesaid.—Dated this 14th day of November, 1864.

Cresswell Davis.

J. J. Flower.

NOTICE is hereby given, that the Partnership heretofore existing between the undersigned, Edward Francis Rice and Frederick Isaiah Charlesworth, as Painters, Gilders, and Paper Hangers, at Dewsbury, in the county of York, trading together under the firm of Rice and Charlesworth, has been dissolved by mutual consent, as from the 9th day of November last. All debts due to the late firm are to be paid to Frederick Isaiah Charlesworth alone, who will discharge all debts due from the firm.—Dated this 12th day of November, 1864.

Edward Francis Rice.

Frederick Isaiah Charlesworth.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Hartwright and Moritz Meyerheim, as Commission Agents, at Manchester, in the county of Lancaster, was dissolved by mutual consent, as and from the 31st day of October last.—Dated this 2nd day of November, 1864.

Henry Hartwright.
Moritz Meyerheim.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, as Tea Dealers and Grocers, at Oldham, in the county of Lancaster, under the firm of Whitehead, Brothers, was dissolved by mutual consent on the 24th day of October last. All debts owing to and by the late firm will be received and paid by the undersigned William Marriage Whitehead.—Dated this 15th day of November, 1864.

*William Marriage Whitehead.
James Whitehead.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, carrying on business at Liverpool, in the county of Lancaster, as Wine and Spirit Dealers, under the style or firm of John Martin and Son, is this day dissolved by mutual consent.—Dated this 16th day of November, 1864.

*John Martin.
John Martin, junior.*

NOTICE is hereby given, that the Partnership heretofore existing between the undersigned, John Tucker and Matthew Thomas, carrying on business as Restaurateurs and Coffee House Keepers, at premises known as the Grand Sultan Divan, in Oxford-street, in the city of Manchester, has been dissolved. All debts owing to and by the said concern will be received and paid by the said John Tucker, who continues the business.—Dated this 12th day of November, 1864.

*Matth. Thomas.
J. Tucker.*

NOTICE is hereby given, that the Partnership (if any) heretofore subsisting between us the undersigned, John Munn the elder, Robert Munn the younger, and John Munn the younger, as Cotton Spinners and Manufacturers, carried on at Edge Side Holme Mill, in Newchurch, in Rossendale, in the county of Lancaster, under the firm of Munn, Brothers, and Co., and at Whitehall Vale Mill, in Newchurch aforesaid, under the firm of Robert Munn, Junr., and Co., has been this day dissolved by mutual consent. All debts owing to or by the said concern will be received and paid by the said John Munn the elder, by whom the businesses will in future be carried on, as to the Edge Side Holme Mill, under the style of Munn, Brothers, and Co., and as to the Whitewell Vale Mill, under the style of Munn and Co.—As witness our hands the 15th day of November, 1864.

*John Munn.
Robt. Munn, junr.
John Munn, junr.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us, and carried on under the firm of Harrop, Taylor, and Pearson, as Silk Manufacturers, and Silk Throwsters, at Manchester, Newton Heath, Macclesfield, and Leigh, is this day determined by effluxion of time, the undersigned David Owen Evans, retiring from the concern.—As witness our hands the 17th day of November, 1864.

*John Taylor.
David Owen Evans.
Philip Berry.
Thomas Lancashire.
Richardson Andrew.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Frederic Chantrell, William Lester, and George Owen, carrying on business at Liverpool, in the county of Lancaster, as Manufacturers of, and Dealers in, Marble and other Chimney Pieces, Cement Tiles, Terra Cotta Ware, Plaster, Lime, Grates, and other articles of Iron, and other building materials, also the business of Estate Agents, Coal Merchants, and Rent Collectors, under the style or firm of Chantrell, Lester and Owen, hath been this day dissolved by mutual consent, so far as concerns the said William Lester, who retires therefrom.—As witness our hands this 12th day of November, 1864.

*G. F. Chantrell.
William Lester.
George Owen.*

NOTICE is hereby given, that the Copartnership heretofore existing between us the undersigned, John Rees and John Undy, at the borough of Kingston-upon-Hull, as Watchmakers and Jewellers, under the style or firm of Rees and Undy, was dissolved on the 24th day of October last by mutual consent. All debts due to or by the late firm will be received and paid by the said John Rees at the place of business of the said late firm.—Dated this 15th day of November, 1864.

*John Rees.
John Undy.*

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Thomas Toft and Peter David Skafte, of and carrying on business at Grimsby, in the county of Lincoln, as Ship Brokers and Ship Chandlers, under the style or firm of Toft, Skafte, and Co., has been dissolved by mutual consent as and from the 10th day of November, 1864. All debts due and owing to and from the said firm will be received and paid by the said Peter David Skafte, who alone will continue to carry on the said business.—As witness our hands this 11th day of November, 1864.

*Thomas Toft.
P. D. Skafte.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Donald Ryrie and William Gray, trading in copartnership in London, under the style or firm of Ryrie, Gray, and Company, and at Sunderland, as William Gray and Company, as Ship and Insurance Brokers, and Commission Agents, was this day dissolved by mutual consent.—Dated this 11th day of November, 1864.

*Wm. Donald Ryrie.
William Gray.*

NOTICE is hereby given, that the Partnership subsisting between us the undersigned, Thomas Henderson Bell, John William Jacobs, and Richard Vaux Meynell, in the business of Shipbuilders, Engineers, Millwrights, Boiler and Tank Makers, Iron and Brass Founders, Smiths, Mast, and Flock Makers, carried on by us at Gravesend, in the county of Kent, under the firm of Bell, Jacobs, and Meynell, is dissolved by mutual consent, so far as regards the said Thomas Henderson Bell.—Witness our hands this 9th day of November, 1864.

*Thomas W. Bell.
J. W. Jacobs.
R. V. Meynell.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Luke Hall Kirby and John Donaldson, carrying on business at Liverpool, in the county of Lancaster, as Watchmakers, under the style or firm of John Donaldson and Co., was this day dissolved by mutual consent.—Dated the 4th day of November, 1864.

*John Donaldson.
Luke Hall Kirby.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Siddle and John Roberts, in the business of Worsted, Healds, and Waste Scribblers, and Dealers, carried on at Eastwood's Factory, Engine Bridge, Huddersfield, in the county of York, is this day dissolved by mutual consent. All debts owing to or by the said late partnership concern will be received and paid by the undersigned William Siddle, who will continue to carry on the business on his own account.—Witness our hands this 15th day of November, 1864.

*William Siddle.
John Roberts.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Daniel Stables and James Wilson, of Bank Mills, Morley, in the parish of Batley, in the county of York, lately carrying on business there in copartnership as Cloth Fullers, under the style or firm of Stables and Jackson, was, on the 30th day of September, 1864, dissolved by mutual consent.—Dated this 15th day of November, 1864.

*Daniel Stables.
James Wilson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Richard Thomas Strangman and Samuel Bake, as Merchants, in Billiter-square, in the city of London, under the style or firm of R. T. Strangman and Co., has been this day dissolved by mutual consent.—Dated this 29th day of October, 1864.

*R. T. Strangman.
S. Bake.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Samuel Mayon and John Hollingsworth, in the trade or business of Cigar Dealers and Tobacconists, carried on by us at Birmingham, in the county of Warwick, under the style or firm of Mayon and Hollingsworth, is this day dissolved by mutual consent, and that the said business will in future be carried on by the said John Hollingsworth alone, and he will receive and pay all debts respectively owing to or by the said partnership.—As witness our hands this 12th day of November, 1864.

*Samuel Mayon.
John Hollingsworth.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Haslam, of Burnley, in the county of Lancaster, and Henry Fishwick, late of the same place, but now of Milton House, near Gargrave, in the county of York, as Cotton Spinners and Manufacturers, in Burnley aforesaid, has this day been dissolved by mutual consent. And that all debts due and owing by the late copartnership will be received and paid by the said Joseph Haslam.—As witness our hands this 18th day of November, 1864.

*Joseph Haslam.
Henry Fishwick.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, George White, of No. 143, Oxford-street, in the county of Middlesex, and Edward Flowers, of No. 197, Oxford-street aforesaid, carrying on in copartnership the business of Linen Drapers, at No. 143, Oxford-street aforesaid, under the name or firm of White and Flowers, and at No. 197, Oxford-street, and No. 1, Orchard-street, Oxford-street aforesaid, under the name or firm of Flowers and White, has been this day dissolved by mutual consent; and that the said businesses respectively will in future be carried on by the said Edward Flowers alone, who will pay all debts due from the said copartnership, and to whom all debts owing to the said firms respectively are to be paid.—Dated this 12th day of November, 1864.

*George White.
Edwd. Flowers.*

NOTICE is hereby given, that the Partnership or Partnerships heretofore subsisting between the undersigned, Thomas Skelding Tongue and Felix Tongue, carrying on business as Silversmiths, at Warstone-lane, Birmingham, whether on their own behalf or as representing the estate of their late partner, John Tongue, deceased, under the style or firm of John Tongue and Sons, has this day been dissolved by mutual consent; and that all debts due and owing to the said late firm or firms will be received and paid by the said Felix Tongue.—Dated this 16th day of November, 1864.

*Thos. S. Tongue.
Felix Tongue.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Feilden Whittaker and Philip Haughton Whittaker, as Cotton Brokers, at Liverpool, in the county of Lancaster, under the style or firm of Whittaker, Brothers, has been dissolved by mutual consent, as from the 31st day of December, 1863.—Dated this 9th day of November, 1864.

*William Feilden Whittaker.
Philip Haughton Whittaker.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Shuttleworth, Thomas Booth, John Barlow, and James Haslam, carrying on the businesses of Cotton Spinners and Cotton Manufacturers, at Blackburn, in the county of Lancaster, under the style or firm of Henry Shuttleworth and Company, was, on the 28th day of September last, dissolved by mutual consent, so far as regards the said James Haslam, who retires therefrom. All debts owing to and by the said late partnership will be received and paid by the said Henry Shuttleworth, Thomas Booth, and John Barlow, by whom the said business will in future be carried on.—Dated this 17th day of October, 1864.

*Henry Shuttleworth. John Barlow.
Thomas Booth. James Haslam.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Norman, George Tobias Smith, and George Gardiner, as Manufacturers of Agricultural Manure, and Guano Merchants, &c., and carried on by us at the town or borough of Kingston-upon-Hull, under the firm of Smith and Company, has been this day dissolved by mutual consent.—Witness our hands this 27th day of October, 1864.

*Wm. Norman.
George Tobias Smith.
George Gardiner.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Ford, of Buron-street, in the town of Nottingham, and Benjamin Bickerdyke, of Kirkgate Market, Leeds, in the county of York, trading at the said town of Nottingham, under the style or firm of Ford and Bickerdyke, Soda Water Manufacturers, is this day dissolved by mutual consent. All debts due and owing from and to the said partnership, will be paid and received by the said William Ford, by whom the said business will in future be carried on.—As witness our hands this 16th day of November, 1864.

*William Ford.
Benjamin Bickerdyke.*

NOTICE is hereby given, that the Partnership lately existing between George Bonnor, William Redfern, and Henry Tyrrell, recently carrying on the business or profession of Attorneys and Solicitors, at Nos. 17 and 18, Commercial Sale Rooms, Mark-lane, in the city of London, under the style or firm Redfern, and Tyrrell, was dissolved by mutual consent on the 31st day of August last.—Witness our hands this 11th day of November, 1864.

*George Bonnor.
William Redfern.
Henry Tyrrell.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frederick George Thomas and Stephen Whitman, carrying on business as Engineers and Ironfounders, at Liverpool, in the county of Lancaster, under the style or firm of Thomas and Whitman, has been dissolved by mutual consent.—Dated this 14th day of November, 1864.

*F. G. Thomas.
Stephen Whitman.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Ann Swithenbank and Ann Moor, carrying on business in Nevill-street, Southport, in the county of Lancaster, as Grocers and Tea Dealers, under the firm of Swithenbank and Moor, was, on the 20th day of October, 1864, dissolved by mutual consent. All debts due to and owing by the said firm will be received and paid by the said Ann Moor.—Dated this 12th day of November, 1864.

*Ann Swithenbank.
Ann Moor.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Markwick Stuchbury and Thomas Davis, in the profession or business of Attorneys and Solicitors, carried on at No. 13, Gresham-street, in the city of London, under the style or firm of Stuchbury and Davis, is this day dissolved by mutual consent, as from the 2nd day of July last.—As witness our hands this 16th day of November, 1864.

*Geo. Markwick Stuchbury.
Tho. Davis.*

NOTICE is hereby given, that the Copartnership or Joint Trade heretofore existing and carried on under the style or firm of The Union Rolling Mill Company, at Birmingham, in the county of Warwick, was this day dissolved by a resolution of the Proprietors, passed in conformity with the Deed of Copartnership of the said Company.—As witness our hands this 23rd day of June, 1864.

*R. W. Winfield.
William Potts.
John Marrian.
J. Ledsam,
F. G. Ledsam,
Wm. Ledsam,
J. Goddington Ledsam,
Charles Couchman,*

Executors of the late Joseph Frederick Ledsam, Esq.

NOTICE is hereby given, that the Partnership between the undersigned, James Bateman Watlen and John Peter Lichfield, in the trade or business of Potters and Earthenware Manufacturers, at the Victoria Works, Fenton, near Stoke-upon-Trent, in the county of Stafford, was dissolved by mutual consent on the 11th day of November instant, and from that date and in future the business will be carried on by the said James Bateman Watlen, on his separate account, and he will pay and receive all debts owing from and to the said partnership in the regular course of trade.—Witness our hands this 15th day of November, 1864.

*James B. Watlen,
J. P. Lichfield.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edmund Philip Dixon, William Etherington Dixon, and John Etherington Dixon, carrying on business as Seed Merchants, Nurserymen, and Florists, under the style of E. P. Dixon and Sons, at the town and county of the town of Kingston-upon-Hull, is this day dissolved by mutual consent, so far as regards the said William Etherington Dixon. All debts owing to and by the said partnership will be received and paid by the said Edmund Philip Dixon and John Etherington Dixon, by whom the business will in future be carried on.—Witness our hands this 1st day of November, 1864.

*Edmd. P. Dixon.
Wm. E. Dixon.
Jno. E. Dixon.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Cornelius Bourne, John Bury Bourne, Thomas Rymer Bourne, James Bourne, Thomas Bourne, and Peter Bourne, carrying on business at Sutton, in the county of Lancaster, and elsewhere, as Colliers and Coal Proprietors, under the style or firm of Bournes and Robinson, has, so far as relates to the said John Bury Bourne, who has retired from the concern, been dissolved by mutual consent as from the 30th day of June last, and that all debts due to and owing by the said late partnership will be received and paid by the said Cornelius Bourne, Thomas Rymer Bourne, James Bourne, Thomas Bourne, and Peter Bourne.—As witness our hands, this 12th day of October, 1864.

Corn. Bourne.

James Bourne.

John Bury Bourne.

Thomas Bourne.

Thos. Rymer Bourne.

Peter Bourne.

NOTICE is hereby given, that the Partnership formerly subsisting between us the undersigned, Richard Cartwright and Frederick William Cartwright, as Law and General Stationers, Printers, and Lithographers, carrying on business at No. 57, Chancery-lane, and No. 1, Warwick-place, in the county of Middlesex, under the firm of Cartwright and Son, was some time since dissolved by mutual consent.—Dated this 12th day of November, 1864.

Richd. Cartwright.

Fredk. W. Cartwright.

JOHN NASH, 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, to all creditors and other persons having claims or demands against the estate of John Nash, late of Hurstgreen, in Etchingham, in Sussex, Nurseryman (who died on the 15th day of June, 1864, and whose will was proved in the Lewes District Registry on the 12th day of July, 1864, by Thomas Willsher, of Beckley, in Sussex, Farmer, Daniel Watson, of Trechurst, in Sussex, Farmer, and Thomas Reed, of Salehurst, in Sussex, Tailor, the executors therein named), to send particulars of such claims or demands to the said executors, on or before the 18th day of January, 1865, after which day the said executors will proceed to distribute the assets of the said John Nash among the persons entitled thereto, having regard only to the debt, claims, and demands of which the said executors may then have had notice; and they will not be answerable or liable for the assets (or any part thereof), so distributed to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 10th day of November, 1864.

JAMES PHILCOX, Burwash, Solicitor for the said Executors.

JOSEPH MERCER, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her 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 claims against the estate of Joseph Mercer, late of Silcock's Farm, Bird's Isle, in Tenterden, in Kent, Farmer, deceased, who died on or about the 24th day of January, 1864, a probate of whose will was granted to John Ellis Mace, Gentleman, Thomas Avery, Wine Merchant, and William Glover Mace, Gentleman, all of Tenterden, in Kent, the executors named in the said will, on the 16th day of March, 1864, are requested to send the particulars of their respective debts or claims upon or against the said estate, with the nature of the securities, if any, to the said executors, or to us, the undersigned, on or before Monday, the 2nd day of January, 1865, otherwise the executors will, at the expiration of the above time, consider themselves at liberty to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims of which they shall then have notice; and the said executors will not be liable for any debt or claim of which they shall not then have notice.—Dated this 9th day of November, 1864.

MUNN and MACE, Tenterden, Kent, Solicitors to the said Executors.

AMBROSE THOMSON, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons claiming to be creditors of, or having any claims or demands against, or in any manner affecting the estate of Ambrose Thomson, late of the borough of Bodmin, in the county of Cornwall, Esquire, deceased, who died on the 15th day of October, 1864, and whose will was proved on the 4th day of November, 1864, in the District Registry of Bodmin attached to Her Majesty's Court of Probate by Thomas Quiller Couch, the executor in the said will named, are

requested to send in the particulars of their debts and claims to the said executor, or to us, the undersigned, Commins and Son, Solicitors to the said executor, on or before the 24th day of December next, and in default thereof, the said executor will proceed to distribute the assets of the said deceased amongst the parties entitled thereto under the said will, in pursuance of, and in accordance with, the same, having regard to the claims of which the said executor shall then have had notice; and the said executor will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 8th day of November, 1864.

COMMINS and SON, Bodmin, Solicitors to the Executor.

Estate of Mr. ELI WILDE, Deceased.

Pursuant to the Act of Parliament, intituled "An Act to further amend the Law of Property, and to relieve Trustees," 22nd and 23rd Victoria, chap. 35.

NOTICE is hereby given, that all persons having claims or demands upon or against the estate of Eli Wilde, late of No. 59, Rochdale-road, in the city of Manchester, in the county of Lancaster, Chemist and Druggist (who died on the 8th day of October last, and whose will was proved in Her Majesty's Court of Probate at the District Registry at Manchester, on the 20th day of October last, by Mrs. Charlotte Wilde, the executrix named in the said will), are hereby required to send in the particulars of their claims to the said executrix, addressed to the undersigned, as her Solicitors, on or before the 26th day of December next, after which time the said executrix will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which she shall have then had notice; and that she will not after that time be liable for the said assets, or any part thereof, so distributed to any person of whose claim she shall not have had notice at the time of such distribution.—Dated this 15th day of November, 1864.

J. and E. WHITWORTH, Solicitors, St. James's-square, Manchester.

REBECCA WINTERINGHAM, Deceased.

Pursuant to the Statute 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, grandchildren, and other persons, having any claims or demands against the estate of Rebecca Winteringham, late of Budington, in the county of York, Widow, deceased, who died on the 23rd day of December, 1829, and whose will was proved in the Exchequer and Prerogative Court of York on the 9th day of February, 1830, by her Daughters, Rebecca Winteringham and Hannah Winteringham, both late of Bridlington aforesaid, Spinsters, and William Dryden, of the town of Kingston-upon-Hull, Gentleman, the executrices and executor named in the said will, are hereby required to send in the particulars of their claims and relationship to the surviving executor, at the office of the undersigned, his Solicitors, on or before the 6th day of February, 1865, after which time the said surviving executor will proceed to distribute the assets of the said testatrix among the persons entitled thereto, having regard only to the debts or claims of which the said surviving executor shall then have notice, and he will not be liable for such assets, or any part thereof, to any person or persons of whose claim he shall not then have had notice.—Dated this 16th day of November, 1864.

DRYDEN and SON, No. 2, Bowl-alley-lane, Kingston-upon-Hull, Solicitors to the said surviving Executor.

JOHN CHAPPELL, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand against the estate of John Chappell, late of No. 122, Long Acre, in the county of Middlesex, Brushmaker, who died on the 7th day of January, 1864 (Probate of whose will was, on the 25th day of January last, granted to William Timbrell Elliott, of No. 55, Camden-square, in the county of Middlesex, Thomas Frampton, of No. 36, Gloucester-gardens, Hyde Park, in the same county, and George Edward Roberts, of No. 7, Caversham-road, Kentish-town, in the same county), are hereby required, on or before the 31st day of December next, to send in the particulars of their claims and demands, and also of their securities (if any), to us, the undersigned, as Solicitors to the said executors, at our offices, No. 5, Verulam-buildings, Gray's Inn, in the county of Middlesex, after which day the said executors will proceed to apply and distribute the assets of the said deceased, according to the directions contained in his said will, having regard only to the claims and demands which shall be justly due and payable, and of which they shall

then have had notice; and the said executors will not be liable for the assets so distributed, or for any part thereof, to any person or persons of whose claim or demand they shall not have had notice at the time of such distribution.

—Dated the 15th day of November, 1864.

ELLIOTT and PIERCE, Solicitors to the Executors, No. 5, Verulam-buildings, Gray's Inn.

Dr. C. H. LOVELL, Deceased.

Pursuant to the Act of Parliament of the Session of the 22nd and 23rd years of the reign of Her Majesty Queen 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 Charles Henry Lovell, of Tottenham, in the county of Middlesex, Physician, deceased, who died on or about the 5th day of October, 1864, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 26th day of October, 1864, by Henry Cove and Joseph Holmes, the executors therein named, are required to send particulars of such debts or claims on or before the 12th day of December, 1864, to me, the undersigned, John Mott Richardson, Solicitor to the said executors; and notice is hereby given, that after the said 12th day of December, 1864, the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said executors may then have had notice, and they will not be answerable or liable for the assets so distributed, or any part thereof, to any person of whose debt or claim they shall not then have had notice.—Dated this 14th day of November, 1864.

JNO. MOTT RICHARDSON, Much Hadham, Herts.

EUGENIUS FENNING, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given that the creditors and all other persons having any claims or demands upon or against the estate of Eugenius Fenning, late of No. 5, Foultry, in the city of London, Oilman and Venison Dealer (who died on or about the 27th day of September, 1864, and whose Will was duly proved in the Principal Registry of Her Majesty's Court of Probate on the 29th day of October, 1864, by Thomas Roberts, of Paternoster-row, in the said city of London, Publisher, and George Cox, the younger, of No. 14, Sise-lane, in the said city, Solicitor), are hereby requested to send the particulars of their respective claims or demands upon or against the said estate, with the nature of their securities, if any, to the said Thomas Roberts and George Cox the younger, the said executors above-named, or to us, the undersigned, their solicitors, at our offices, No. 14, Sise-lane, in the city of London, on or before the 31st day of December next; and notice is hereby also given that after the said 31st day of December next the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims or demands only of which the said executors 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 claim or demand they shall not then have had notice.

Dated this 18th day of November, 1864.

COX and SONS, No. 14, Sise-lane, Solicitors to the Executors.

In Re RICHARD CLAY, Deceased.

Pursuant to an Act of Parliament made and passed in the session of Parliament holden in the 22nd and 23rd years of the reign of Her present Majesty Queen Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors of, or other persons having claims or demands upon or against the estate of Richard Clay, heretofore of Nuneaton, in the county of Warwick, Ironmonger, but late of Chelvers Coton, in the same county, Gentleman, deceased (who died on the 11th day of April, 1864, and whose will was proved on the 19th day of October, 1864, in Her Majesty's Court of Probate for the District Registry at Birmingham), are requested to send in the particulars of their debts, claims, or demands to Henry Bull, of Nuneaton aforesaid, Gentleman, and John Warden Clay, of the same place, Draper, the executors of the will of the said Richard Clay, deceased, or to Messrs. Dewes and Norton, of Nuneaton aforesaid, their Solicitors, on or before the 1st day of January next, after which period the executors will proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard to the claims of which the said executors shall then have notice; and after which period the said executors will not then be liable for the said assets, or any part thereof, so distributed to any person of whose claim the said executors

shall not have had notice at the time of such distribution.—Dated this 16th day of November, 1864.

DEWES and NORTON, Solicitors to the Executors.

JOHN ADNEY, Esquire, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of John Adney, late of Remberton, in the parish of Halberton, and of Cliff House, Lympstone, both in the county of Devon, Esquire, deceased (who died on the 5th day of September, 1864, and whose will was proved in the Exeter District Registry of Her Majesty's Court of Probate, on the 7th day of November, 1864, by the Reverend John Bragge, of Thorncombe, in the county of Dorset, Clerk, the surviving executor named in the said will), are hereby requested, on or before the 1st day of January next (1865), to send in the particulars of their claims or demands to us the undersigned, as Solicitors to the executor, at our offices, in High-street, in the borough of Chard, in the county of Somerset, after which day the said executor will proceed to apply and distribute the assets of the said deceased, or any part thereof, among the parties entitled thereto, and having regard only to the claims and demands which shall be justly due, of which the said executor shall then have had notice; and the executor will not be liable for such assets, or any part thereof, to any person of whose claim or demand he shall not have had notice at the time of such distribution.—Dated the 9th day of November, 1864.

DOMINETT and CANNING, Solicitors, Chard.

MISS MARGARET ROBERTS, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of real Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Margaret Roberts, late of Mount Pleasant, in the parish of Mold, in the county of Flint, Spinster, who died on the 12th day of October, 1864, intestate, and to whose personal estate and effects letters of administration were, on the 31st day of October, 1864, granted by the District Registry of Her Majesty's Court of Probate at St. Asaph, to Mary Roberts, of Mount Pleasant aforesaid, Spinster, are hereby required to send particulars of such claims and demands to me the undersigned, on or before the 31st day of December next. And notice is hereby given, on behalf of the said administratrix, that after that date the said administratrix will proceed to distribute the assets of the said intestate among the parties entitled thereto, having regard only to the claims and demands of which the said administratrix shall then have had notice; and that the said administratrix will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim she shall not have had notice at the time of such distribution.—Dated this 14th day of November, 1864.

WM. DAVIES, Holywell, Solicitor to the Administratrix.

SUSAN FELLOWES, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd of Victoria, cap. 35.

NOTICE is hereby given, that all persons having any debt or claim upon or against the estate of Susan Fellowes, late of Camden-road, in the county of Middlesex, Widow, who died on the 12th day of January, 1864, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 10th day of February, 1864, by Edward Cory and Charles Comfort, the executors therein named, are hereby required to send in the particulars of their debts or claims to the said Edward Cory and Charles Comfort, at the office of their Solicitor, Mr. Thomas Berkeley, No. 12, Gray's-inn-square, Gray's-inn, in the county of Middlesex, on or before the 17th day of January next, at the expiration of which time the said executors will distribute the whole of the assets of the said deceased among the parties entitled thereto, having regard only to the debts or claims of which they shall then have notice; and that they will not be answerable for the assets so distributed, or any part thereof, to any person of whose debt or claim they shall not then have had notice.—Dated this 28th October, 1864.

THOS. BERKELEY.

JOHN COLLING, Deceased.

Pursuant to the Act of the 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all persons having any debt or claim against the estate of John Colling, late of Park-road, Holloway, in the county of Middlesex, Gentleman (who died on the 7th day of October, 1864, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 25th day of October instant, by

Henry Nevett Saxton and William Cary, the executors therein named), are hereby required to send in the particulars of their debts or claims, on or before the 28th day of November next, to the said Henry Nevett Saxton and William Cary, at the office of their Solicitor, Mr. Thomas Berkeley, No. 12, Gray's-inn-square, in the said county of Middlesex, after which day the said executors will proceed to distribute the whole of the assets of the said testator among the parties entitled thereto, having regard only to those debts or claims of which they shall then have had notice; and that they will not be answerable for the assets so distributed, or any part thereof, to any person of whose debt or claim they shall not then have had notice.—Dated this 28th October, 1864.

THOS. BERKELEY.

Re CHARLES JAMES WHALLEY, Deceased.
Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all persons having any claim or demand upon the estate of Charles James Whalley, formerly of No. 6, Child's-place, Temple Bar, in the city of London, but late of No. 1, Lansdown-villas, West Brompton, in the county of Middlesex, Gentleman, who died on the 25th day of January, 1862, are hereby required to send the particulars of their claims or demands to me the undersigned, the Solicitor to the executors of the said deceased, on or before the 17th day of December next, after which day the assets of the said deceased will be distributed among the persons entitled thereto, having regard only to the claims or demands of which the executors shall then have notice; and they will not be liable for the assets so distributed, or any part thereof, to any person of whose claim or demand they shall not then have had notice.—Dated this 15th day of November, 1864.

STAFFORD BAXTER SOMERVILLE, No. 48,
Lincoln's-inn-fields, London, W.C.

In the Chancery of the County Palatine
of Lancaster.

Between Simon Bond, Plaintiff, and William Bond,
Defendant.

To the above-named Defendant William Bond.

TAKE notice, that this Honorable Court will be moved before the Worshipful William Milbourne James, Esq., the Vice-Chancellor of the said County Palatine, at the next sittings of the Court, to be holden at the Court House, situate in Strangeways, in the city of Manchester, in the said County Palatine, on Monday, the 28th day of November, 1864, at ten o'clock in the forenoon, or so soon after as Counsel can be heard, on behalf of the above-named plaintiff, that the Bill filed in this cause on the 20th day of July last past may be ordered to be taken pro-confesso against the said William Bond, pursuant to the Consolidated Orders of this Honorable Court.—Dated this 25th day of October, 1864.

Yours, &c.,

FRED. COTMAN, Plaintiff's Solicitor, No. 8,
Lune-street, Preston.

To the Defendant William Bond.

In Chancery.

In the Matter of an Act of Parliament made and passed in the session holden in the 19th and 20th years of the reign of Her present Majesty Queen Victoria, intitled "An Act to facilitate leases and sales of settled estates;" and in the Matter of certain messuages, lands, and tenements, called Snailhouse, Fentown or Ventown and Rosegill, situate near Northam Burrows, in the parish of Northam, in the county of Devon, which are subject to the uses of the settlement, executed on the marriage of Arthur Thomas Thrupp and Anne Elizabeth, his Wife.

NOTICE is hereby given, pursuant to the above-mentioned Act and the General Orders of the said Court that a Petition in the above matters was, on the 29th day of October, 1864, presented unto the Right Honourable the Lord High Chancellor of Great Britain for hearing before the Vice-Chancellor Sir William Page Wood by John Pyke, of Ford House, in the parish of Bideford, in the county of Devon, Esquire, and Caroline Sarah, his Wife, Arthur Thomas Thrupp, of Bideford aforesaid, Esquire, a Commander in the Royal Navy, and Anne Elizabeth, his Wife, William Montagu Dowell, of Ford House aforesaid, Esquire, a Captain in the Royal Navy, and Caroline Johanna, his Wife, and Francis William Dowell, George William Dowell, Arthur John William Dowell, Ellen Caroline Dowell, and Anne Theresa Dowell respectively, Infants, under the age of 21 years, by the Reverend Edward Dowell, of Duntton, Fakenham, in the county of Norfolk, Clerk, their next friend, and Charles Joseph Thrupp, of the Temple, in the city of London, Esquire, Barrister-at Law, that the Contract for a Lease of the said hereditaments, called Snailhouse, in the said parish of Northam, dated the 12th day of August, 1864, in the said Petition mentioned, may be carried into effect, or that

general powers of granting building leases of the said hereditaments, called Snailhouse, and also of granting building leases of the said hereditaments, called Fentown and Rosegill, in conformity with the said Act, and subject to the provisos and restrictions therein contained; may be vested in the petitioners, the said Charles Joseph Thrupp and William Montagu Dowell, and the survivor of them; and other the trustees and trustee for the time being of the said indenture of settlement, such powers to be exercised with the consent of the tenant for life, if any, for the time being in possession of the said hereditaments, who has attained the age of 21 years, or if there shall be no such tenant for life, then without such consent; and notice is hereby further given, that the said petitioners may be served with any Order of the said Court or notice relating to the subject of the said Petition, at the office of Messrs. Vandercom, Cree and Law, situate at No. 23, Bush-lane, in the city of London, Solicitors.—Dated this 17th day of November, 1864.

VANDERCOM, CREE, and LAW, Agents for
Hole and Son, Bideford, Devon, Petitioners'
Solicitors.

PURSUANT to an Order of the High Court of Chancery in a cause of Thomas Jackson against Elizabeth Maria Jackson and John Watt against Elizabeth Maria Jackson, and others, and in the matter of the Act 23rd Victoria, the legal personal representatives of Thomas Jackson, late of Liverpool, in the county of Lancaster, Mariner, deceased, who died on or about the 21st day of November, 1830, and also Johanna McKeeverakin or Kiverakin (a niece of the said Thomas Jackson, and the wife of Michael McKeeverakin or Kiverakin, of Liverpool, Cooper), William Ferry, Elizabeth Ferry, and Ellen Morgan, the residuary legatees named in the will of the said Thomas Jackson, or their respective children or legal personal representatives, are, by their Solicitors, on or before the 15th day of December, 1864, to come in and make out his, her, or their claim or claims, as such legal personal representatives, or residuary legatees, 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. Thursday, the 22nd day of December, 1864, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 15th day of November, 1864.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Thomas Brayshaw, late of Giggleswick, in the county of York, Gentleman, deceased, and in a cause Brayshaw against Brayshaw, the creditors of the said Thomas Brayshaw, who died in or about the month of February, 1864, are, by their Solicitors, on or before the 12th day of December, 1864, 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. Monday, the 19th day of December, 1864, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 11th day of November, 1864.

PURSUANT to a Decree of the High Court of Chancery, made in a cause between John Howard, plaintiff, and James Howard, defendant, the creditors of Ralph Howard, late of Spring Grove, in Staley, in the county of Chester, Cotton Spinner, deceased, who died on the 23rd day of July, 1855, are, by their Solicitors, on or before the 13th day of December, 1864, to come in and prove their debts at the chambers of the Master of the Rolls, Rolls-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Tuesday, the 20th day of December, 1864, at twelve o'clock at noon, is appointed for hearing and adjudicating upon the claims.—Dated this 16th day of November, 1864.

PURSUANT to a Decree of the High Court of Chancery made in a cause Lewis Cooper and William Cooper against Mary Munt, the creditors of Richard Munt, late of Reading, in the county of Berks, Grocer and Oil and Colourman, who died in or about the month of January, 1864, are, by their Solicitors, on or before the 7th day of December, 1864, to come in and prove their debts at the chambers of the Vice-Chancellor Sir Richard Torin Kindersley, at No. 3, Stone-buildings, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Tuesday, the 13th day of December, 1864, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 2nd day of November, 1864.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Alice Margaret Harding, and others, against Julia Hovell Limmer Harding, the

creditors and incumbrancers of John Thomas Harding, late of No. 4, Cheapside, in the city of London, Chemist and Druggist, who died in or about the month of November, 1858, are, by their Solicitors, on or before the 2nd day of December, 1864, to come in and prove their claims and incumbrances against the real estate of the said testator, at the chambers of the Vice-Chancellor Wood, No. 11, New-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Monday, the 5th day of December, 1864, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon his claims.—Dated this 14th day of November, 1864.

PURSUANT to a Decree of the High Court of Chancery, made in a cause William Curtiss, and others, plaintiffs, against Jesse Grant, and others, defendants, the creditors of Edward Curtiss, late of No. 3, Bedford-place, Bognor, in the county of Sussex, Plumber, Painter, and Glazier, who died in or about the month of October, 1859, are, by their Solicitors, on or before the 14th day of December, 1864, to come in and prove their debts at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Wednesday, the 21st day of December, 1864, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 15th day of November, 1864.

PURSUANT to a Decree of the High Court of Chancery, made in a cause of Edward Percy Halstead and others against Thomas Halstead and Ellen, his Wife, the creditors of Edward Connell the younger, late of Knackers-knowle, near Plymouth, in the county of Devon, Esquire, who died in or about the month of November, 1857, are, by their Solicitors, on or before the 16th day of December, 1864, 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 Decree. Thursday, the 22nd day of December, 1864, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 16th day of November, 1864.

NOTICE is hereby given, that by an Indenture of Conveyance, bearing date the 17th day of October, 1864, John Edward Lampard, of Wheatsheaf-wharf, Wapping, in the county of Middlesex, Bottle Merchant, did assign all his real and personal estate and effects unto Richard Hussey, of No. 34, Great Tower-street, in the city of London, Bottle Agent, and William Watson, of No. 8, Old Swan-lane, in the said city of London, Bottle Merchant, upon trust, for the benefit of the creditors of the said John Edward Lampard, and which said indenture was duly executed by the said John Edward Lampard, Richard Hussey, and William Watson, on the day of the date thereof, and the execution thereof by the said John Edward Lampard, Richard Hussey, and William Watson, was attested by James Tee, of No. 1A, Frederick-place, Old Jewry, in the city of London, Solicitor, and William Crossman, of No. 3, King's-road, Bedford-row, in the county of Middlesex, Solicitor, which said indenture now lies at the offices of the undersigned, Messrs. Ashley and Tee, No. 1A, Frederick-place, Old Jewry, in the city of London, for execution by the creditors of the said John Edward Lampard.—Dated this 15th day of November, 1864.

G. ASHLEY and TEE, No. 1A, Frederick-place, Old Jewry.

NOTICE is hereby given, that a meeting of the creditors of Peter Tattersall, of Leeds, in the county of York, Bank Clerk, who, by a Deed bearing date the 4th day of October, 1864, conveyed all his estate and effects to trustees, to be applied and administered for the benefit of the creditors of the said Peter Tattersall, in like manner as if he had been adjudged bankrupt, will be held on Monday the 12th day of December, 1864, at twelve o'clock, at noon, at my Office, No. 3, Bank-street, in Leeds aforesaid; when and where the trustees will submit a statement of the property received, and of the property outstanding; and the meeting will declare by resolution whether any and what part of the produce of the estate shall be divided amongst the creditors; and all creditors who have not already executed or assented to the said deed are required to do so, at or before the said meeting, or they will be excluded the benefit of any Dividend that may be declared thereat.—Dated this 15th day of November, 1864.

By order,

W. CLARKE, Solicitor to the Trustees.

William Smith's Assignment.

NOTICE is hereby given, that by a Deed dated the 21st day of October, 1864, made between William Smith, of Liverpool, in the county of Lancaster, Ship Broad Baker, of the first part; Herbert Charles Langton, of

Liverpool aforesaid, Accountant, of the second part; and the several creditors of the said William Smith, of the third part; the said William Smith granted and assigned to the said Herbert Charles Langton, his heirs, executors, administrators, and assigns all and singular his real and personal estate and effects, upon trust, for the equal benefit of all the creditors of the said William Smith, and that the said deed was executed on the 21st day of October, 1864, by the said William Smith, and also by the said Herbert Charles Langton, whose place of abode is at No. 57, Queen's-road, Everton, Liverpool aforesaid; and the execution of the said deed by the said William Smith and Herbert Charles Langton respectively, was attested by John Quinn, of No. 22, Lord-street, in Liverpool aforesaid, Solicitor, whose place of abode is at No. 21, Priory-street, Birkenhead, in the county of Chester; and the same deed now lies at the office of the said John Quinn, for execution by the said creditors.—Dated the 16th day of November, 1864.

JOHN QUINN, Solicitor to the Trustees, No. 22, Lord-street, Liverpool.

George Allarton's Assignment.

NOTICE is hereby given, that by an Indenture bearing date the 8th day of November, 1864, and made between George Allarton, of Southmolton, in the county of Devon, Surgeon, of the first part; William Cole, Accountant, John Lyddon Pearce, Draper, and Robert Chant, Wine and Spirit Dealer, all of Southmolton aforesaid, trustees for themselves, and the rest of the creditors of the said George Allarton, parties thereto, of the second part; and the several other persons, whose names and seals were thereunto subscribed and set, being respectively creditors of the said George Allarton, of the third part; all and every the policy and policies of Assurance which have been heretofore affected on the life of and by the said George Allarton, together with all sum and sums of money thereby assigned, and to become payable thereunder; and all and every the stock-in-trade, goods, wares, merchandizes, household furniture, fixtures, plate linen, china, books of account, book and other debts, sum and sums of money, and all other the personal estate and effects, whatsoever and wheresoever, of him the said George Allarton, in possession, reversion, remainder, or expectancy (except the wearing apparel of the said George Allarton), were assigned unto the said William Cole, John Lyddon Pearce and Robert Chant, upon the trusts therein mentioned, for the equal benefit of all the creditors of the said George Allarton; and the said indenture was duly executed by the said George Allarton, on the 8th day of November, 1864, in the presence of, and attested by, John Terrell Shapland, of Southmolton, in the county of Devon, Solicitor, and by the said John Lyddon Pearce and Robert Chant, on the 9th day of November, 1864, in the presence of, and attested by, Robert Jennings Crosse, of Southmolton aforesaid, Solicitor, and by the said William Cole, on the 12th day of November, 1864, in the presence of, and attested by, the said Robert Jennings Crosse, and the said indenture now lies at the office of Messrs. Pearce and Crosse, of Southmolton aforesaid, for perusal and execution by the creditors of the said George Allarton.—Dated this 12th day of November, 1864.

PEARSE and CROSSE, Southmolton, Devon, Solicitors to the Trustees.

NOTICE is hereby given, that Edgar Newby, Frederick Carson and Ambrose Emerson, all of Gresham House, Old Broad-street, in the city of London, Merchants, trading in copartnership, under the style or firm of Newby, Carson, and Co., by Deed bearing date the 2nd November, 1864, assigned all their joint and separate real and personal estate to James Wiseman, of No. 30, Great St. Helens, in the city of London, Merchant, Henry Vavasour, of No. 9, Summer-street, Southwark, in the county of Surrey, Manufacturer, William Bury Westall, of Manchester, in the county palatine of Lancaster, Merchant, Joseph Whitaker, of No. 50, King William-street, in the city of London, Merchant, Pearson Biggs Ferguson, of No. 100, Cross-street, Manchester, in the county palatine of Lancaster, Merchant, and Henry Haschke, of Bow-lane, in the said city of London, Merchant, as trustees, for the benefit of all the joint and separate creditors of the said Edgar Newby, Frederick Carson, and Ambrose Emerson, as in bankruptcy, and that such deed was executed by all the said trustees within fifteen days after the execution thereof by the said Edgar Newby, Frederick Carson, and Ambrose Emerson, that the execution thereof by the said Edgar Newby was attested by William Thomas Reeve, Solicitor, No. 10, Tokenhouse-chambers, Tokenhouse-yard, London, and the execution thereof by the said Frederick Carson was attested by James Harvie Linklater, Solicitor, No. 7, Walbrook, London, and the execution thereof by the said Ambrose Emerson, was attested by Henry Torrington Chapple, No. 19, Great Carter-lane, London, and the execution thereof by the said trustee, James Wiseman, was attested by William Hackwood, Solicitor, No. 7, Walbrook, London, and the execution thereof by the said Henry Vavasour and Henry Haschke was attested by Edward Lawrence, Solicitor,

No. 14, Old Jewry-chambers, London, and the execution thereof by the said William Bury Westall and Pearson Biggs Ferguson, was attested by William George Sale, Solicitor, Manchester; and the execution thereof by the said Joseph Whitaker was attested by Finlay Thomas Girdwood, Solicitor, No. 14, Old Jewry-chambers, London, and that the said deed now lies at our office for execution by the creditors.—Dated 17th November, 1864.

LAWRANCE, PLEWS, and BOYER, Solicitors for the Trustees, No. 14, Old Jewry-chambers, London.

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—9711.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—18th October, 1864.

Date of execution by Debtor—18th October, 1864.

Name and description of the Debtor, as in the Deed—John Waters, of the borough of Newcastle-upon-Tyne, Innkeeper (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Goldsborough Anderson, of Newcastle-upon-Tyne, Wine and Spirit Merchant, and Andrew Gillespie, of the same place, Public Accountant (trustees).

A short statement of the nature of the Deed—A Conveyance of all the estate and effects of the debtor to the trustees, to be administered for the benefit of his creditors, as in bankruptcy.

When left for Registration—15th November, 1864, at eleven o'clock.

THE SEAL OF THE COURT.

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—9712.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—24th October, 1864.

Date of execution by Debtor—24th October, 1864.

Name and description of the Debtor, as in the Deed—Joseph Hirst Stafford, of No. 46, Redcliffe-street, in the city of Bristol, Eating-house Keeper (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Charles Stafford the younger, of West-street, in the said city, Painter, and Henry Pritchard, of No. 1, Lawrence-hill, in the said city of Bristol, Butcher (trustees).

A short statement of the nature of the Deed—Conveyance of the estate and effects of the debtor to the trustees, to be administered for the benefit of the creditors of the debtor, as in bankruptcy.

When left for Registration—15th November, 1864, at eleven o'clock.

THE SEAL OF THE COURT.

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—9713.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—18th October, 1864.

Date of execution by Debtor—18th October, 1864.

Name and description of the Debtor, as in the Deed—Robert Barnes, of Water Barn, near Newchurch, in Rossendale, in the county of Lancaster, Manufacturer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Richard Fitton, of Royton, near Oldham, in the county of Lancaster, Cotton Spinner (trustee).

A short statement of the nature of the Deed—Conveyance of all the debtor's estate and effects (except his eighteen cottages, situate at Water Barn aforesaid, which are subject to a mortgage or charge of £1,740, and except also his household furniture) to the trustees, to be administered for the benefit of the creditors of the debtor, as in bankruptcy.

When left for Registration—15th November, 1864, at half-past eleven o'clock.

THE SEAL OF THE COURT.

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—9715.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—2nd November, 1864.

Date of execution by Debtors—2nd November, 1864.

Names and descriptions of the Debtors as in the Deed—Amos Bigland and Charles Tertius Burton, both of Liverpool, in the county of Lancaster, Commission and General Merchants, trading together in copartnership under the style or firm of Bigland and Burton (debtors).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Alexander, of Liverpool, Accountant (trustee).

A short statement of the nature of the Deed—A Conveyance by the debtors of all their estate and effects to the trustee, to be administered for the benefit of their creditors, as in bankruptcy.

When left for Registration—15th November, 1864, at twelve o'clock.

THE SEAL OF THE COURT.

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—9717.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—19th October, 1864.

Date of execution by Debtors—19th October, 1864.

Names and descriptions of the Debtors, as in the Deed—Frederick George Thomas and Stephen Whitman, both of Liverpool, in the county of Lancaster, Engineers and Ironfounders, carrying on business in Liverpool aforesaid, in copartnership under the style or firm of Thomas and Whitman, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—All the creditors of the said debtors, of the second part.

A short statement of the nature of the Deed—A Deed, whereby the debtors agree to pay to their creditors respectively, a composition of 7s. 6d. in the pound in full satisfaction and discharge of their several and respective debts, by two equal instalments, the first to be paid on the 19th January, 1865, and the second on the 19th April, 1865; the first instalment to be secured by the promissory notes of the debtors, and the last instalment to be secured by the promissory notes of the debtors, and of Edward Colston Thomas, of Birkenhead, in the county of Chester, Innkeeper.

When left for Registration—14th November, 1864, at half-past one o'clock.

THE SEAL OF THE COURT.

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—9720.

Title of Deed whether Deed of Assignment, Composition, or Inspectorship—Arrangement.

Date of Deed—31st October, 1864.

Date of execution by Debtor—31st October, 1864.

Name and description of the Debtor, as in the Deed—Alfred Borradaile Hawkes, Clerk in the Secretary's Department of the General Post Office, Saint Martin's-le-Grand, in the city of London, and of No. 13, Victoria-terrace, Belsize-road, Saint John's Wood, in the county of Middlesex.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The several creditors of the debtor.

A short statement of the nature of the Deed—A Deed, whereby the debtor proposes, and his creditors accept, payment of the sum of one shilling and threepence in the pound every three months from the 4th December, 1864, and so at the expiration of every succeeding three months until the whole of the debts are paid.

When left for Registration—15th November, 1864, at three o'clock.

THE SEAL OF THE COURT.

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—9721.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—19th October, 1864.

Date of execution by Debtors—19th October, 1864.

Names and descriptions of the Debtors, as in the Deed—George Walker, William Clarkson, and Jonathan Clarkson, of Leeds, in the county of York, Dyers, copartners in trade, trading under the style or firm of George Walker and Company (debtors).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Ellis, Drysalter, and Richard Varley, Drysalter, both of Leeds aforesaid (trustees).

A short statement of the nature of the Deed—Conveyance by the debtors of all their estate and effects to the trustees, to be administered for the benefit of the debtors' creditors, as in bankruptcy.

When left for Registration—15th November, 1864, at three o'clock.

THE SEAL OF THE COURT.

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—9722.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—21st October, 1864.

Date of execution by Debtor—21st October, 1864.

Name and description of the Debtor, as in the Deed—David Pilling, of No. 70, Deansgate, in Manchester, in the county of Lancaster, Leather Factor, carrying on business under the style or firm of John Pilling and Sons (debtors).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Edward Smith, of No. 25, Brazenose-street, in Manchester aforesaid, Public Accountant (trustee).

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the debtor to the trustee, to be administered for the benefit of the creditors of the debtor, as in bankruptcy.

When left for Registration—15th November, 1864, at three o'clock. Registered under section 200, pursuant to the Order of Mr. Commissioner Holroyd, dated 15th November, 1864.

THE SEAL OF THE COURT.

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—9723.

Title of Deed whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—8th November, 1864.

Date of execution by Debtor—8th November, 1864.

Name and description of the Debtor, as in the Deed—James Dyer Cossins, of No. 25, Ludgate Hill, in Birmingham, in the county of Warwick, Factor, trading under the name, style, or firm of J. D. Cossins and Co. (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—George Dyer Cossins, of No. 26, Douglas-road, Canonbury-park, in the county of Middlesex, Gentleman, second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby in consideration of the payment by the debtor to his creditors of a composition of 5s. in the pound upon their respective debts, by two instalments of 2s. 6d. each, on the 8th February and 8th June next respectively, being secured by the guarantee of the debtor and of the trustees, they release the debtor from their respective debts.

When left for Registration—15th November, 1864, at three o'clock.

THE SEAL OF THE COURT.

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—9724.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—24th October, 1864.

Date of execution by Debtor—24th October, 1864.

Name and description of the Debtor, as in the Deed—John Baildon, of Laisterdyke, near Bradford, in the county of York, Dyer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Baildon, of Pendleton, near Manchester, in the county of Lancaster, Railway Inspector, and John Ellis, of Wortley, near Leeds, in the said county of York, Manufacturing Chemist (trustees).

A short statement of the nature of the Deed—Conveyance by the debtor to the trustees of all his estate and effects, to be applied for the benefit of his creditors, as in bankruptcy.

When left for Registration—15th November, 1864, at half-past three o'clock.

THE SEAL OF THE COURT.

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—9725.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition, and Release.

Date of Deed—5th November, 1864.

Date of execution by Debtor—5th November, 1864.

Name and description of the Debtor, as in the Deed—Harry Mason Ketelwell, of No. 12, Little Tower-street, in the city of London, Broker (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants forthwith to pay his creditors a composition of one shilling and sixpence in the pound upon the amount of their debts; and in consideration thereof the creditors release him therefrom.

When left for Registration—15th November, 1864, at half-past three o'clock.

THE SEAL OF THE COURT.

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—9726.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—20th October, 1864.

Date of execution by Debtors—5th November, 1864.

Names and descriptions of the Debtors, as in the Deed—John Hargraves and Asa Bradbury, both of Oldham, in the county of Lancaster, Cotton Spinners (debtors).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Hainsworth, of No. 2, Cunliffe-street, in Liverpool, in the said county, Cotton Dealer, James Mellor, of No. , Batemans-buildings, in the city of Manchester, Cotton Dealer, and Asa Lees, of Oldham aforesaid, Machinist (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtors in consideration of the release therein contained, conveyed and assigned all their estate and effects to the trustees, upon trust, for the equal benefit of all the creditors of the debtors, as in bankruptcy.

When left for Registration—15th November, 1864, at half-past three o'clock.

THE SEAL OF THE COURT.

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—9727.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Inspectorship.

Date of Deed—26th October, 1864.

Date of execution by Debtors—26th October, 1864.

Names and descriptions of the Debtors, as in the Deed—Septimius Edmundus Carlisle and Codrington Thomas Parr, of No. 6, Mincing-lane, in the city of London, Tea Brokers, trading under the style or firm of Carlisle, Parr, and Company (debtors), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Julius Marshall, of No. 9, Mincing-lane, in the city of London, Merchant, and Donald William Mackenzie, of No. 5, Warwick-gardens, Kensington, in the county of Middlesex, Merchant (inspectors), second part; the creditors, third part.

A short statement of the nature of the Deed—A Deed of Inspectorship, whereby it is covenanted that the estate of the debtors should be wound up, for the benefit of the creditors, under the direction of the inspectors.

When left for Registration—15th November, 1864, at four o'clock.

THE SEAL OF THE COURT.

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—9728.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Assignment.

Date of Deed—18th October, 1864.

Date of execution by Debtor—18th October, 1864.

Name and description of the Debtor, as in the Deed—George Handel Openshaw, of Over Darwen, in the county of Lancaster, Cotton Manufacturer (debtor), of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Lee, of the city of Manchester, in the county of Lancaster, yarn Agent, and James Knott, of the said city, Cotton Spinner (trustees), of the second part; and the creditors, of the third part.

A short statement of the nature of the Deed—An Assurance of all the real and personal estate and effects of the debtor (except necessary wearing apparel of himself and family) to the trustees, for the equal benefit of all the debtor's creditors; and a release by the creditors to the debtor.

When left for Registration—15th November, 1864, at four o'clock.

THE SEAL OF THE COURT.

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—9729.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—19th October, 1864.

Date of execution by Debtor—19th October, 1864.

Name and description of the Debtor, as in the Deed—Henry Roberts, of the town of Nottingham, Lace Manufacturer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Arthur James Maltby, of the town of Nottingham, Lace Manufacturer, and Edwin Barwick, of the same town, Silk Throwster (trustees).

A short statement of the nature of the Deed—A Conveyance by the debtor of all his estate and effects to the trustees, absolutely, to be administered for the benefit of his creditors, as in bankruptcy.

When left for Registration—16th November, 1864, at twelve o'clock.

THE SEAL OF THE COURT.

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—9730.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—31st October, 1864.

Date of execution by Debtors—31st October, 1864.

Names and descriptions of the Debtors, as in the Deed—Thomas Lightfoot and William Lightfoot, both of Liverpool, in the county of Lancaster, Sugar Refiners.

The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—Thomas Arthur Rushby, of Liverpool aforesaid, Broker, and Samuel Sandbach Parker, of Liverpool aforesaid, Merchant (trustees).

A short statement of the nature of the Deed—A Conveyance of all the estate and effects of the debtors to the trustees, absolutely, to be applied and administered for the benefit of their creditors, as in bankruptcy.

When left for Registration—16th November, 1864, at twelve o'clock.

THE SEAL OF THE COURT.

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—9731.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—10th November, 1864.

Date of execution by Debtor—10th November, 1864.

Name and description of the Debtor, as in the Deed—Richard Cook, of the Market-place, Spalding, in the county of Lincoln, Boot and Shoe Maker (debtor).

The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—William Kemp, of the city of Norwich, Shoe Manufacturer, and Arthur John Pigg, of the same city, Warehouseman (trustees).

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the trustees, to be administered for the benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—16th November, 1864, at half-past twelve o'clock.

THE SEAL OF THE COURT.

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—9732.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—24th October, 1864.

Date of execution by Debtor—24th October, 1864.

Name and description of the Debtor, as in the Deed—David Cooper Miller, of No. 49, Beresford-street, Walworth, in the county of Surrey, Baker, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Finch, of No. 17A, Milbank-street, in the city of Westminster, Miller, of the second part; creditors of the third part.

A short statement of the nature of the Deed—Assignment of all the personal estate and effects of me, the said David Cooper Miller to the said William Finch, absolutely, to be applied and administered for the benefit of my creditors, as in bankruptcy; and a release by the said creditors.

When left for Registration—16th November, 1864, at one o'clock.

THE SEAL OF THE COURT.

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—9733.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—10th November, 1864.

Date of execution by Debtor—10th November, 1864.

Name and description of the Debtor, as in the Deed—Alexander Bristow Fraser, of No. 6, Exchange-buildings, in the parish of Saint Werburgh, in the city and county of Bristol, Commission Agent.

The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—Henry Bennett Cozens, of No. 25, Queen-square, in the parish of Saint Nicholas, in the said city and county of Bristol, Public Accountant (trustee).

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the trustee, absolutely, to be applied for the benefit of his creditors, as in bankruptcy.

When left for Registration—16th November, 1864, at two o'clock.

THE SEAL OF THE COURT.

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—9735.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—20th October, 1864.

Date of execution by Debtor—20th October 1864.

Name and description of the Debtor, as in the Deed—James Guest, of Medlock Bridge Mill, in the city of Manchester, in the county of Lancaster, Cotton Manufacturer (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Halliday, of the said city of Manchester, Accountant (trustee), second part, and the creditors, third part.

A short statement of the nature of the Deed—Composition and Release, whereby the debtor proposes to pay to all his creditors a composition of six shillings in the pound upon the amount of their respective debts, such composition to be paid in cash to the creditors at the time of their executing the said deed, and to such creditors who have not already received such composition, the same has been deposited with the said trustee in trust for them; and release to the debtor.

When left for Registration—16th November, 1864, at half-past two.

THE SEAL OF THE COURT.

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—9736.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—20th October, 1864.

Date of execution by Debtor—20th October, 1864.

Name and description of the Debtor, as in the Deed—John Thomas Frost, of Birmingham, in the county of Warwick, Warehouse Clerk (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Gething, of Stourbridge, in the county of Worcester, Glass Mould Maker (trustee).

A short statement of the nature of the Deed—Conveyance by debtor of all his estate and effects to trustee, to be applied for the benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—16th November, 1864, at three o'clock.

THE SEAL OF THE COURT.

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—9737.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—1st day of November, 1864.

Date of execution by Debtor—1st day of November, 1864.

Name and description of the Debtor, as in the Deed—Charlotte Barclay Maunsell, of No. 2, Hampton-terrace, Brighton, in the county of Sussex, Widow of George Maunsell, late a Colonel in the 10th Regiment of Madras Native Infantry, of the first part.

Names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The several persons whose names and seals are thereunto subscribed and affixed, being respectively creditors of the debtor, of the second part; Ludd Christian, of Brighton aforesaid, Agent (trustee), of the third part.

A short statement of the nature of the Deed—A Deed, whereby the creditors of the debtor accept payment of five shillings in the pound on their debts, by two equal instalments, one of such instalments to be paid by the said Ludd Christian within one calendar month from the date of the deed, and the other within twelve months from the same date; and release to the said debtor on payment.

When left for Registration—16th November, 1864, at three o'clock.

THE SEAL OF THE COURT.

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—9738.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—25th day of October, 1864.

Date of execution by Debtor—25th day of October, 1864.

Name and description of the Debtor, as in the Deed—Joshua Nutter, of New Hall, near Burnley, in the county of Lancaster, Cotton Manufacturer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Abraham Haworth, of the city of Manchester, in the county of Lancaster, Commission Agent (trustee).

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the debtor to the trustee, to be administered for the benefit of the creditors of the debtor, as in bankruptcy.

When left for Registration—16th November, 1864, at three o'clock.

THE SEAL OF THE COURT.

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—9739.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—22nd day of October, 1864.

Date of execution by Debtors—22nd day of October, 1864.

Names and descriptions of the Debtors, as in the Deed—Henry Barnes and John Pilling, both of Shaw Clough Mill, near Newchurch, in the county of Lancaster, Cotton Manufacturers, carrying on business in copartnership under the style or firm of Barnes and Pilling.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry Walmsley, of Manchester, in the county of Lancaster, Commission Agent, Robert Parkinson, of Manchester aforesaid, Commission Agent, and Charles Hague, of Manchester aforesaid, Commission Agent (trustees).

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the debtors to the trustees, to be administered for the benefit of the creditors of the debtors, as in bankruptcy.

When left for Registration—16th November, 1864, at three o'clock.

THE SEAL OF THE COURT.

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—9740.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Grant and Assignment.

Date of Deed—10th day of October, 1864.

Date of execution by Debtor—10th day of October, 1864.

Name and description of the Debtor, as in the Deed—Robert Richard Allen, now or late of Harrold, in the county of Bedford, Corn Merchant and Boot and Shoe Manufacturer, but now a Prisoner in the County Gaol of Northampton, of the one part.

The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—Hugh Sanders, of Odell, in the county of Bedford, Farmer, Caleb Fever, of Harrold, in the county of Bedford, Farmer, and John Goff, of the same place, Farmer and Grazier (trustees), for themselves and all other the creditors of the said Robert Richard Allen, of the other part.

A short statement of the nature of the Deed—Assurance of all the real and personal estate of the said Robert Richard Allen to the said trustees for the benefit of the debtor's creditors.

When left for Registration—16th November, 1864, at half-past three, under section 194, and the Order of the Commissioner of the Court of Bankruptcy, dated 4th

November, 1864, allowing further time for the registration of the deed.

THE SEAL OF THE COURT.

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—9741.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Assignment.

Date of Deed—24th October, 1864.

Date of execution by Debtors—24th October, 1864.

Names and descriptions of the Debtors, as in the Deed—Joseph Walker and Henry Sands, both of Heckmondwike, in the parish of Birstal, in the county of York, Ironfounders, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Batley, of Heckmondwike aforesaid, Timber Merchant, Michael Swallow, of Heckmondwike aforesaid, Carpet Manufacturer, and James Kelley, of Heckmondwike aforesaid, Wool Merchant (sureties), of the second part; William Smith, of Floss House, in Keighley, in the said county, Machine and Tool Maker, and William Wrigley Widdop, of Brighouse, in the said county, Ironmaster (trustees), of the third part; and the several other persons named in the schedule at the foot of the said deed, as creditors of the said Joseph Walker, and Henry Sands, of the fourth part.

A short statement of the nature of the Deed—Composition, whereby the debtors and their sureties covenant to pay to all the creditors of the said Joseph Walker and Henry Sands, a composition of twelve shillings and sixpence in the pound on their debts; the first eight shillings in the pound to be paid by four equal instalments of two shillings each, at the end of three, six, nine, and twelve months, and to be also secured, if required, by bills to be accepted by the debtors and their said sureties; and the debtors covenant to pay the remaining sum of four shillings and sixpence in the pound by instalments of two shillings at the end of fifteen months, and the remaining sum of two shillings and sixpence at the end of eighteen months, the same to be also secured, if required, by bills accepted by the said debtors. The debtors convey all their real and personal estate and effects to the sureties for securing the payment of the eight shillings in the pound guaranteed by them, and after payment thereof the same real and personal estate and effects are to be conveyed and assigned to the trustees for securing the payment by the debtors of the two last instalments. The creditors covenant to accept the said composition of twelve shillings and sixpence in the pound in full satisfaction of all their claims.

When left for Registration—16th November, 1864, at four o'clock.

THE SEAL OF THE COURT.

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—9742.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Composition.

Date of Deed—26th October, 1864.

Date of execution by Debtor—26th October, 1864.

Name and description of the Debtor, as in the Deed—William Bentley, of Wolverton, in the county of Buckingham, Chemist and Druggist, and Tobaccoist. The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Walter Neve, of Luton, in the county of Bedford, Gentleman (trustee).

A short statement of the nature of the Deed.—A Deed, whereby the debtor agrees to open an account at the Branch Bank of the London and County Bank at Stoney Stratford, in the name of the trustee, and to pay into such account a sufficient sum of money by the 1st day of April, 1865, as would pay his creditors a dividend of seven shillings in the pound, upon the amount of his debts.

When left for Registration—16th November, 1864, at two o'clock.

THE SEAL OF THE COURT.

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,

No. 22913.

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and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9743.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—26th October, 1864.

Date of execution by Debtor—26th October, 1864.

Name and description of the Debtor, as in the Deed—Reuben Ellis, of Leeds, in the county of York, Leather Dealer (debtor), first part.

The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—John Ellis, of Bradford, in the said county, Gentleman (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Release by the creditors, in consideration of a composition of 5s. in the pound on their debts, payable by two instalments of 2s. 6d. in the pound each, on the 1st of December and 1st January next.

When left for Registration—17th November, 1864, at eleven o'clock.

THE SEAL OF THE COURT.

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—9744.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment and Release.

Date of Deed—20th October, 1864.

Date of execution by Debtor—20th October, 1864.

Name and description of the Debtor, as in the Deed—Uriah Brook, of Honeyhole, in Todmorden, in the county of York, Cotton Spinner and Manufacturer (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Newell, of Todmorden aforesaid, Commission Agent, Henry Law, of Bromley, in the county of Lancaster, Cotton Spinner and Manufacturer, and Frederick Luke Stott, of Rochdale, in the county of Lancaster, Machinist, and Agent for the Trubb Smithy Cotton Spinning and Manufacturing Company (limited), trustees, second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assignment of all the debtor's estate and effects to the trustees, on trust, for the equal benefit of all his creditors; and a release from them to him.

When left for Registration—17th November, 1864, at eleven o'clock.

THE SEAL OF THE COURT.

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—9745.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Assignment.

Date of Deed—22nd October, 1864.

Date of execution by Debtor—22nd October, 1864.

Name and description of the Debtor, as in the Deed—Edward Ashworth, of Bury, in the county of Lancaster, Tanner, thereafter styled debtor, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Huddiday, of the city of Manchester, Public Accountant (trustee), of the second part; and all the creditors of the debtor, of the third part.

A short statement of the nature of the Deed—A Deed of Conveyance and Assignment of all the real and personal estate and effects of the debtor to the trustee, upon trust, for the equal benefit of all the creditors of the debtor; and a release from the creditors of the debtor to him.

When left for Registration—17th November, 1864, at half-past twelve o'clock.

THE SEAL OF THE COURT.

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—9747.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—25th October, 1864.

Date of execution by Debtor—25th October, 1864.

Name, and description of the Debtor, as in the Deed—Edward Breese, of Plantation-cottage, Newtown, in the county of Montgomery, Sheriff's Officer, Auctioneer and Appraiser and Farmer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Edward Lewis, of the King's Head, Newtown, in the county of Montgomery, Innkeeper (trustee).

A short statement of the nature of the Deed—Conveyance of all the debtor's estate and effects to the trustee, to be administered for the benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—17th November, 1864, at half-past one o'clock.

THE SEAL OF THE COURT.

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—9748.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment and Release.

Date of Deed—26th October, 1864.

Date of execution by Debtor—26th October, 1864.

Name and description of the Debtor, as in the Deed—Thomas Hill, of Wolverton, in the county of Buckingham, Shoemaker, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Christopher Pickering, of the town of Bedford, in the county of Bedford, Leather Seller, and Henry Holland, of the town of Buckingham, in the county of Buckingham, Shoe Manufacturer (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assignment to the trustees of all the personal estate and effects of the debtor, upon trust, for sale and conversion, and after payment of the costs of, and in relation to, the deed, to pay and divide the residue of the monies among all the creditors of the debtor rateably; and a release to the debtor from his creditors.

When left for Registration—17th November, 1864, at half-past one o'clock.

THE SEAL OF THE COURT.

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—9749.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—1st November, 1864.

Date of execution by Debtor—1st November, 1864.

Name and description of the Debtor, as in the Deed—Robert Rudlen, of Wellingborough, in the county of Northampton, Shoe Manufacturer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—A Deed, whereby the debtor proposes to his creditors to receive a composition of eight shillings in the pound in discharge of their debts, payable by two equal instalments of four shillings in the pound each, at one and three months after the date thereof, and to be secured by his promissory notes; and release to the debtor on payment of the notes.

When left for Registration—17th November, 1864, at half-past one o'clock.

THE SEAL OF THE COURT.

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—9750.

Title of Deed whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—24th October, 1864.

Date of execution by Debtor—24th October, 1864.

Name and description of the Debtor, as in the Deed—David Reuren, of the town and county of Newcastle-upon-Tyne, Tailor and Draper (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Burnett, of the town and county of Newcastle-upon-Tyne, Cloth and General Dealer, and Naphthali Cohn, of the same place, Boot and Shoe Manufacturer (trustees).

A short statement of the nature of the Deed—A Conveyance by the debtor of all his estate and effects to the trustees, to be administered for the benefit of the creditors of the debtor, as in bankruptcy.

When left for Registration—17th November, 1864, at two o'clock.

THE SEAL OF THE COURT.

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—9752.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—7th November, 1864.

Date of execution by Debtors—7th November, 1864, by James Haworth and Joseph Oldroyd; 9th November, 1864, by James Kemp.

Names and descriptions of the Debtors, as in the Deed—James Haworth, James Kemp, and Joseph Oldroyd, all of Holcombe Brook, within Tottington, Lower End, in the county of Lancaster, Cotton Manufacturers and copartners in Trade (debtors), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Gilbert Haworth, of Ramsbottom, in the county of Lancaster, Beer Seller, and George Oldroyd, of the same place, Shoemaker (sureties), second part; the creditors, third part; and Richard Lonsdale Ashworth, of Woodhey, within Tottington, Lower End aforesaid, Manufacturing Chemist (trustee), fourth part.

A short statement of the nature of the Deed—A Deed, for securing to all the creditors of the debtors a composition of five shillings in the pound on the amount and in full satisfaction of their respective debts, payable by two equal instalments on the date, and in six weeks from the date of deed to be secured by promissory notes, signed by the debtors and sureties, and deposited with the trustee for delivery to all the creditors.

When left for Registration—17th November, 1864, at half-past two o'clock.

THE SEAL OF THE COURT.

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—9753.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—8th November, 1864.

Date of execution by Debtor—8th November, 1864.

Name and description of the Debtor, as in the Deed—John Noble, of the city of Carlisle, in the county of Cumberland, Ropemaker (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Richardson, of Newcastle-upon-Tyne, Accountant (trustee).

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants to pay to the trustee a composition of 3s. in the pound for and in respect of all his debts due by him to his creditors.

When left for Registration—17th November, 1864, at three o'clock.

THE SEAL OF THE COURT.

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—9754.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment and Release.

Date of Deed—21st October, 1864.

Date of execution by Debtor—21st October, 1864.

Name and description of the Debtor, as in the Deed—Edmund Hacon, of Whiting's Wharf, Ratcliffe, and of

No. 16, Laura-place, Bow, both in the county of Middlesex, Granary Keeper (debtor), of the first part.
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Joseph John Saffery, of No. 1A, Basinghall-street, in the city of London, Public Accountant (trustee), of the second part; and the creditors, third part.

A short statement of the nature of the Deed—Assignment of the debtor of all his personal estate and effects to the trustee, upon trust, for conversion, and to distribute the proceeds thereof, after payment of the costs rateably, amongst the debtor's creditors; and a release from them to the debtor.

When left for Registration—17th November, 1864, at three o'clock.

THE SEAL OF THE COURT.

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—9755.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—9th of November, 1864.

Date of execution by Debtor—9th of November, 1864.

Name and description of the Debtor, as in the Deed—Oliver Whiles, of the town of Nottingham, Lace Manufacturer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—And all creditors of the debtor.

A short statement of the nature of the Deed—A Deed, whereby, in consideration of the payment by the debtor to his creditors of a composition of two shillings in the pound on their debts, the creditors release the debtor therefrom.

When left for Registration—17th November, 1864, at three o'clock.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of the 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 198:—

Number—9756.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment and Release.

Date of Deed—2nd November, 1864.

Date of execution by Debtor—2nd November, 1864.

Name and description of the Debtor, as in the Deed—John Parker, of Leeds, in the county of York, Iron Agent, first part (debtor).

Names and descriptions of the Trustees or other parties to the Deed, not including the Creditors.—John Holmes, of Hunslet, near Leeds, in the county of York, Banker, and William Bingham, of Leeds aforesaid, Grocer (trustees), second part; and creditors, third part.

A short statement of the nature of the Deed—Assignment by the debtor of all his personal estate and effects to the trustees, upon trust, for conversion, and out of the moneys to be received to pay the costs of deed, and to pay rateably the several debts owing to all the creditors, and after payment thereof to pay the residue to the debtor; and a release from the creditors to the debtor.

When left for Registration—17th November, 1864, at four o'clock.

THE SEAL OF THE COURT.

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—9758.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance, Assignment and Release.

Date of Deed—12th November, 1864.

Date of execution by Debtor—12th November, 1864.

Name and description of the Debtor, as in the Deed—Henry Messenger, of High-street, Kensington, in Middlesex, Innkeeper (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Emery Alexander Quait, of Dartford, Kent, Draper, and Matthew Harris, of Stamford-street, Blackfriars, in Surrey, Valuer (trustees).

A short statement of the nature of the Deed—An Assurance to the trustees of all the debtor's estate for the benefit of all his creditors, to be administered as in bankruptcy; and a release from the creditors to the debtor.

When left for Registration—17th November, 1864, at four o'clock.

THE SEAL OF THE COURT.

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—9759.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment, Conveyance, and Release.

Date of Deed—22nd October, 1864.

Date of execution by Debtor—22nd October, 1864.

Name and description of the Debtor, as in the Deed—William Fre, of Preston, in the county of Lancaster, Builder (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Todd, of Preston aforesaid, Contractor; and Joseph Sumner, of Preston aforesaid, Timber Merchant (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assurance of all the personal and real estate and effects of the debtor (except wearing apparel of himself, his wife, and family) to the trustees, in trust, for the equal benefit of all the debtor's creditors; and a release by the creditors to the debtor.

When left for Registration—18th November, 1864, at half-past eleven o'clock.

THE SEAL OF THE COURT.

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—9760.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—14th November, 1864.

Date of execution by Debtor—14th November, 1864.

Name and description of the Debtor, as in the Deed—William Doveton Smyth, of No. 8, Pomona-place, King's-road, Fulham, and of No. 10, Rochester-terrace, Westminster, both in the county of Middlesex, Solicitor (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—A Release to the debtor by his creditors, in consideration of the payment to them by him of a composition of two shillings in the pound on the amount of their respective debts.

When left for Registration—18th November, 1864, at half-past eleven o'clock.

THE SEAL OF THE COURT.

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—9762.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—16th November, 1864.

Date of execution by Debtor—16th November, 1864.

Name and description of the Debtor, as in the Deed—Robert Todd, of the borough and county of Newcastle-upon-Tyne, Printer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Joseph Greener, of the borough and county of Newcastle-upon-Tyne, Accountant (trustee.)

A short statement of the nature of the Deed—A Conveyance by the debtor of all his estate and effects to the trustee, to be administered for the benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—18th November, 1864, at half-past twelve o'clock.

THE SEAL OF THE COURT.

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—9764.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment and Release.

Date of Deed—25th October, 1864.

Date of execution by Debtor—25th October, 1864.

Name and description of the Debtor, as in the Deed—Jacob Abraham Steel, of No. 4, Gun-square, Houndsditch, in the city of London, Wholesale Jeweller and Dealer in English and Geneva Watches, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Edward Lee, of No. 8, Philpot-lane, Fenchurch-street, in the said city of London, Wine Merchant, of the second part; the creditors of the debtor, of the third part.

A short statement of the nature of the Deed—Assignment by the debtor to the said trustee of all his estate and effects, upon trust, for the equal benefit of all the creditors of the debtor; and a release by them to him.

When left for Registration—18th November, 1864, at one o'clock.

THE SEAL OF THE COURT.

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 any Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9765.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—9th November, 1864.

Date of execution by Debtor—9th November, 1864.

Name and description of the Debtor, as in the Deed—William Curtis, of Bull's-head-passage, Greecechurch-street, in the city of London, Boot and Shoe Manufacturer, of the one part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors of the debtor, of the other part.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants to pay to all his creditors two shillings and sixpence in the pound on their debts, as follows: one shilling in fourteen days from date of deed, and one shilling and sixpence in two months from same date; and a release by the creditors.

When left for Registration—18th November, 1864, at one o'clock.

THE SEAL OF THE COURT.

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—9766.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—10th day of November, 1864.

Date of execution by Debtor—10th day of November, 1864.

Name and description of the Debtor, as in the Deed—John Gluck, of No. 26, Langley-place, Commercial-road, in the county of Middlesex, Tailor and Draper, of the one part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—And the creditors of the debtor, of the other part.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants to pay to his creditors a composition of one shilling in the pound on their debts within three months from date of deed; and release by creditors on payment.

When left for Registration—18th day of November, 1864, at one o'clock.

THE SEAL OF THE COURT.

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 198:—

Number—9767.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—25th October, 1864.

Date of execution by Debtor—25th October, 1864.

Name and description of the Debtor, as in the Deed—John Sedger, of the Lamb Inn, Pyle-street, in the parish of Saint Mary Redcliff, in the city and county of Bristol, Licensed Victualler (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Hancock, of Gloucester-lane, in the parish of Saint Philip and Jacob, in the city and county of Bristol, Malster (trustee).

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the debtor to the trustee, to be applied for the benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—18th November, 1864, at half-past one o'clock.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of the 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—9768.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance, Assignment, and Release.

Date of Deed—9th November, 1864.

Date of execution by Debtor—9th November, 1864.

Name and description of the Debtor as in the Deed—Robert Flint Steel, of No. 418, Strand, in the county of Middlesex, Boot and Shoe Manufacturer (trading as Flint and Steel), of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Neville Browne, of Langley, in the county of Buckingham, Gentleman, of the second part; the creditors named in the schedule, of the third part; and all other creditors, of the fourth part.

A short statement of the nature of the Deed—Assurance by the debtor to the trustee of all his real and personal estate and effects, upon trust, for the equal benefit of all his creditors; and a release by them to him.

When left for Registration—18th November, 1864, at half-past one o'clock.

THE SEAL OF THE COURT.

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—9769.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—21st October, 1864.

Date of execution by Debtor—21st October, 1864.

Name and description of the Debtor, as in the Deed—William Henry Mead, of No. 63, Green-street, Bethnal-green, in the county of Middlesex, Grocer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—All creditors of the debtor.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants with his creditors to pay them a composition of 2s. 6d. in the pound upon their respective debts within fourteen days from the date thereof; and a release by the creditors.

When left for Registration—18th November, 1864, at two o'clock.

THE SEAL OF THE COURT.

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—9770.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—25th day of October, 1864.

Date of execution by Debtors—25th day of October, 1864.

Names and descriptions of the Debtors, as in the Deed—Caleb Duckworth and Edmund Duckworth, of Burnley, in the county of Lancaster, Manufacturers and Copartners, trading under the style or firm of C. and E. Duckworth (debtors).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Joseph Graham and James Shepherd, of Bromley aforesaid, Cotton Spinners; Joseph Smallpage, of the same place, Sizer, and Matthew Watson, also of Burnley aforesaid, Agent (trustees).

A short statement of the nature of the Deed—A Conveyance of all the estate and effects of the debtors to the trustees, to be administered for the benefit of the creditors of the debtors, as in bankruptcy.

When left for Registration—18th November, 1864, at two o'clock.

THE SEAL OF THE COURT.

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—9771.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—7th November, 1864.

Date of execution by Debtor—7th November, 1864.

Name and description of the Debtor, as in the Deed—Thomas Yelf Tulloch, of Dorchester, in the county of Dorset, Grocer, of the one part; and the creditors of the other part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—All creditors of the debtor.

A short statement of the nature of the Deed—A Deed, whereby the debtor agrees to pay to all his creditors and they agree to accept six shillings and eight pence in the pound in discharge of their respective debts; and a release by them to the debtor.

When left for Registration—18th day of November, 1864, at two o'clock.

THE SEAL OF THE COURT.

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, 122, 194, 196, and 198:—

Number—9774.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Assignment.

Date of Deed—The 8th day of November, 1864.

Date of execution by Debtor—The 8th day of November, 1864.

Name and description of the Debtor, as in the Deed—William Smith, of No. 2, Ingram-court, Fenchurch-street, in the city of London, and Alyth House, Highbury New Park, in the county of Middlesex, General Merchant.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Cragg, of No. 2, Nelson-terrace, Twickenham, in the county of Middlesex, Accountant, and James Cooper, of No. 3, Coleman-street-buildings, in the city of London, Public Accountant (trustees), second part; and all creditors, third part.

A short statement of the nature of the Deed—Assurance by the debtor to the trustees of all his real and personal estate and effects, in trust, for the benefit of the creditors.

When left for Registration—The 18th day of November, 1864.

THE SEAL OF THE COURT.

ERRATUM.—In the London Gazette of Tuesday, November 15, 1864, at page 5445, advertisement of Trust Deed No. 9689, in name and description of debtor, read James Atkinson for James Atkinson, as advertised on that day.

In the Matter of the Bankruptcy of Jonathan Higginson and Richard Deane.

NOTICE is hereby given, that a public meeting of the creditors of the above named bankrupts will be held before Mr. Commissioner Perry, at the Liverpool District Court of Bankruptcy, No. 20, South John-street, Liverpool, on Thursday next, the 24th day of November instant, at twelve o'clock at noon, to consider the propriety of the assignees of the said bankrupts contributing towards the expense of compromising a certain suit now pending in the High Court of Chancery, to which the said assignees are parties, and for authorizing the said assignees to close the said suit on such terms as the said meeting shall determine. —Dated this 16th day of November, 1864.

LOWNDES and Co., No. 3, Brunswick-street, Liverpool, Solicitors for the said Assignees.

Declaration of Dividend under a Petition dated 19th August, 1863, against Joseph Tuckfield, Watch Manufacturer, late of No. 9, Great Sutton-street, and previously of Goswell-road.

NOTICE is hereby given, that the First Dividend, at the rate of 1s. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 36, Basinghall-street, City, on Monday, the 21st of November instant, or any subsequent Monday, 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 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 17, 1864.

H. H. CANNAN, Official Assignee.

Declaration of Dividend under a Petition dated 14th March, 1863, against Janvrin, Grassie, and De Lisle, Merchants, No. 14A, Austin-friars.

NOTICE is hereby given, that the Third Dividend, at the rate of 10d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 36, Basinghall-street, City, on Monday, the 21st of November instant, or any subsequent Monday, 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 except by 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 17, 1864.

H. H. CANNAN, Official Assignee.

Declaration of Dividend under a Petition dated 15th February, 1864, against John Orchard, Draper and Silk Mercer, Regent-street.

NOTICE is hereby given, that the Second Dividend, at the rate of 1s. 4½d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 36, Basinghall-street, City, on Monday, the 21st instant, or any subsequent Monday, 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, except by 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 17, 1864.

H. H. CANNAN, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, filed on the 28th day of January, 1863, by Nicholas Cornish, of Bidwell Barton, in the parish of Newton Saint Cyres, in the county of Devon, Farmer and Cattle Dealer, also carrying on business in copartnership with Messrs. Baker and Owen, in Gandy-street, Exeter, under the style or firm of Baker, Owen, and Co., Ship-owners.

NOTICE is hereby given, that a First Dividend, at the rate of 7s. 1½d. in the pound, is now payable, and the warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by 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.

M. PARKYNS, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, filed on the 11th day of May, 1862, by Henry Taylor, of Westleigh, in the parish of Burlescombe, in the county of Devon, Limeburner, Coal Dealer, General-shop Keeper, and Farmer.

NOTICE is hereby given, that a Further Dividend, at the rate of 4s. 5½d. in the pound, is now payable, and the warrants for the same may be received by those legally entitled at my office, Queen-street, Exeter, on any Tuesday or Friday, 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, except by 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.

M. PARKYNS, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, filed on the 8th day of March, 1864, against Henry Somer, of Tawstock, in the county of Devon, Auctioneer, Corn Dealer, and Farmer.

NOTICE is hereby given, that a First Dividend, at the rate of 13s. 7½d. in the pound, is now payable, and the warrants for the same may be received by

those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two o'clock. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by 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.

M. PARKYNS, Official Assignee.

In Re James Scoon, of Bewaldeth and Setmarthy, in the county of Cumberland, Farmer, against whom a Petition for adjudication of Bankruptcy, bearing date the 19th day of October, 1863, was duly filed.

I HEREBY give notice, that a First Dividend, at the rate of 2s. 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 19th instant, or any subsequent Saturday, between the hours of eleven and two. No Dividend will be paid without the production of every security exhibited at the time of proving the debt. Executors or administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 14, 1864.

CHARLES J. LAIDMAN, Official Assignee,
Newcastle-upon-Tyne.

The Bankruptcy Act, 1861.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 22nd day of July, 1864, filed in Her Majesty's Court of Bankruptcy, London, by Edward Legh Page, formerly of No. 3, Camberwell Park, Camberwell, in the county of Surrey, then of No. 2, Claremont-cottages, Warner-road, Camberwell, in the said county of Surrey, then of Herne Bay, in the county of Kent, and now of No. 5, Hans-terrace, Poulton-square, Chelsea, in the county of Middlesex, Gentleman; notice is hereby given, that by an Order of the said Court, bearing date the 10th day of November, 1864, the said adjudication was annulled.

The Bankruptcy Act, 1861.

Notice of Adjudications and First Meeting of Creditors.

John Harrison, of No. 15, Brunswick-terrace, Westbourne-grove, Bayswater, in the county of Middlesex, Tailor and Outfitter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 16th day of November, 1864, 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 6th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Waller and Kerby, of No. 2, Duke-street, Adelphi, are the Solicitors acting in the bankruptcy.

Thomas Gannon, of No. 43, Liquorpond-street, Gray's-inn-road, in the county of Middlesex, Gas Fitter and Brass Finisher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 16th day of November, 1864, 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 6th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. F. Hill, of No. 10, Basinghall-street, is the Solicitor acting in the bankruptcy.

Samuel Merrick, of No. 12, Conduit-street, Regent-street, in the parish of St. George, Hanover-square, in the county of Middlesex, Boarding and Lodging-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 15th day of November, 1864, 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 6th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Maude and Atwood, of No. 12, Bucklersbury, are the Solicitors acting in the bankruptcy.

Thomas Sindon, of No. 9, Cardington-street, Euston-square, in the county of Middlesex, and carrying on business at No. 5, Little Crescent-street, Euston-square aforesaid, Marble Paper Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on

the 16th day of November, 1864, 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 6th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. John Webb, of No. 159, Euston-road, is the Solicitor acting in the bankruptcy.

Gabriel Selig, of No. 1, Prince's-street, Wilson-street, Finsbury, in the county of Middlesex, Wholesale Jeweller, having been bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 15th day of November, 1864, 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 6th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Sydney and Son, of No. 46, Finsbury-circus, London, are the Solicitors acting in the bankruptcy.

George Bruton, of Oxford, in the county of Oxford, Wine Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 15th day of November, 1864, 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 6th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Hurford and Taylor, of No. 5, Furnival's-inn, London, and of Oxford, are the Solicitors acting in the bankruptcy.

Edward John Bentley, of No. 5, Paradise-row, Hackney, in the county of Middlesex, Grocer and Warehouseman in a Wholesale House, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 14th day of November, 1864, 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 6th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. S. Catchpole, of No. 4, Great Tower-street, London, is the Solicitor acting in the bankruptcy.

John Bowles, of No. 6, Market-hill, in the town of Cambridge, in the county of Cambridge, Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 14th day of November, 1864, 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 2nd day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Hawkins, Bloxam, Peterson, and Power, of No. 2, New Bowtell-court, Carey-street, in the county of Middlesex, Agents for Joseph Garrett, of Cambridge, are the Solicitors acting in the bankruptcy.

James Brown, formerly of No. 4, Richmond-terrace, York-road, Wandsworth, Surrey, and now of No. 29, Walpole-street, New-cross, Deptford, Kent, Hay, Straw, and Corn Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 14th day of November, 1864, 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 6th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. Harrison Podmore, of No. 10, Water-street, Blackfriars, London, is the Solicitor acting in the bankruptcy.

George Bush the younger, of No. 8, York-terrace, Howard-road, Stoke Newington, in the county of Middlesex, Bookbinder, Stationer, and News Agent, formerly of No. 15, Saint Matthias-place, Back-road, Kingsland, in the said county, carrying on the aforesaid business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 14th day of November, 1864, 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 6th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Herbert Harris Cannan,

of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. Joseph Hall, of No. 15, Coleman-street, is the Solicitor acting in the bankruptcy.

James Swanston Cobb, of Great Yarmouth, in the county of Norfolk, Printer, Stationer, and Tanner, 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, 1864, 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 6th day of December next, at two of the clock in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Harrison and Lewis, of No. 24, Old Jewry, Agents for Miller, Son, and Bugg, of Norwich, are the Solicitors acting in the bankruptcy.

Charles Carpenter, of No. 13, East-street, Brighton, in the county of Sussex, Stay and Crinoline Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 14th day of November, 1864, 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 6th day of December next, at eleven of the clock in the forenoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. J. and J. H. Linklater and Hackwood, of No. 7, Walbrook, London, are the Solicitors acting in the bankruptcy.

James William Bungay, of No. 5A, Arthur-villas, Forest-road, Dalston, in the county of Middlesex, Clerk in the General Post Office, Saint Martin's-le-Grand, London, and Builder, now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, in the city of London, and Henry Glover, of No. 11, Morpeth-terrace, Victoria-park, in the county of Middlesex, Builder, trading together as Builders and Copartners, under the style of Bungay and Glover, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 12th day of November, 1864, 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 29th day of November instant, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Webb and Webb, of No. 11, Austin-friars, London, are the Solicitors acting in the bankruptcy.

Joseph Cunard Morrow, of No. 54, Kemp-street, Brighton, in the county of Sussex, late Railway Clerk, formerly residing at York-road, Brighton aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 15th day of November, 1864, 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 29th day of November instant, at one o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Linklater and Hackwood, of No. 7, Walbrook, London, are the Solicitors acting in the bankruptcy.

Samuel Fairweather, late of Framlingham, in the county of Suffolk, Beer House Keeper, Shopkeeper, and Mail Cart Contractor, and now of the same place, 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 14th day of November, 1864, 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 1st day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Basinghall-street, London, is the Official Assignee, and Mr. William Clarke, of No. 29, Bloomsbury-square, London, is the Solicitor acting in the bankruptcy.

James William Spokes, formerly of No. 258, Blackfriars-road, in the county of Surrey, Keeper of a Loan Office, under the name or style of the Blackfriars Loan and Discount Office, at the same time of No. 15, Greenwich Market, Greenwich, in the county of Kent, Oilman, also at the same time of the Belvidere Tavern, Nunhead, in the county of Surrey, Licensed Victualler, afterwards of Andover-road, Hornsey, in the county of Middlesex, Oilman, afterwards of No. 16, Great James-street, Bedford-row, in the said county of Middlesex, out of business, afterwards of No. 31, Barbican, in the city of London, Stationer and Printseller, and also residing at No. 2, Amersham-road New Cross, in the county of Kent, afterwards of No. 259,

Tottenham Court-road, in the county of Middlesex, House Agent, and residing at Italian-villa, Shepperton, in the said county of Middlesex, and now of Teddington, in the said county of Middlesex, and of No. 24, Cornhill, in the city of London, 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 12th day of November, 1864, 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 29th day of November instant, at two o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. F. Hill, of Basinghall-street, London, is the Solicitor acting in the bankruptcy.

Archibald Picken, of No. 7, The Drapery, in the town of Northampton, in the county of Northampton, Jeweller and Watch Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 11th day of November, 1864, 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 1st day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Kingdon and Williams, of No. 3, Lawrence-lane, Cheapside, London, Agents for Shield and White, of Northampton, are the Solicitors acting in the bankruptcy.

Thomas Rudkin, of No. 289, Fulham-road, in the county of Middlesex, Builder and Contractor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 12th day of November, 1864, 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 1st 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. W. Stackpoole, of Pinners'-hall, Old Broad-street, London, is the Solicitor acting in the bankruptcy.

George Richard Brown, of No. 6, Saint Alban's-terrace, Kennington-road, Assistant at a Music Hall, previously of No. 9, Belvidere-road, Lambeth, both in the county of Surrey, out of business or employment, and formerly of No. 15, Basinghall-street, in the city of London, Proprietor of a Luncheon Bar, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 14th day of November, 1864, 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 1st day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. T. Beard, of No. 10, Basinghall-street, London, is the Solicitor acting in the bankruptcy.

John May Emmler, late of the Maze Hotel, Chichester-place, Harrow-road, in the county of Middlesex, Licensed Victualler, but now of No. 11, Exeter-street, Chelsea, in the same county, 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 16th day of November, 1864, 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 1st day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Makeson and Goldring, of No. 59, Lincoln's-inn-fields, London, are the Solicitors acting in the bankruptcy.

John Gladstone and Thomas Hall Gladstone, of White Lion-court, Cornhill, in the city of London, trading there in copartnership as Merchants, under the style or firm of John Gladstone and Company, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 10th of November, 1864, 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 1st day of December next, at one in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Ashurst, Morris, and Co., of No. 6, Old Jewry, London, are the Solicitors acting in the bankruptcy.

Thomas Webb, formerly of Wellington-street, Luton, Bedfordshire, then of Rickmansworth, Hertfordshire, and now of Harlington, near Uxbridge, 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 14th day of November, 1864, is hereby required to surrender himself to William Hazlett, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at twelve 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. H. Marshall, of No. 12, Hatton-garden, London, is the Solicitor acting in the bankruptcy.

George Hide, of Hitchin, in the county of Herts, Timber Carrier and Publican, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 7th of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Lawrance, Plews, and Boyer, of No. 14, Old Jewry-chambers, and Messrs. Hawkins and Co., of Hitchin, are the Solicitors acting in the bankruptcy.

John Alexander Simpson, of No. 2, Grove-terrace, Great Ilford, in the county of Essex, out of business; formerly of Aberdeen, Merchant and Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 10th day of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 30th day of November instant, 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. G. R. Dodd, junior, of No. 26, New Broad-street, is the Solicitor acting in the bankruptcy.

William Crane Wilkins, of Wood Riddings, Pinner, in the county of Middlesex, Engineer, now or lately carrying on business in partnership with Henry Paris and John Farquhar, at Nos. 24 and 25, Long-acre, in the said county of Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 11th day of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven of the clock in the forenoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Linklaters and Hackwood, of No. 7, Walbrook, are the Solicitors acting in the bankruptcy.

Edward Gurling, of No. 4, Westmoreland-place, Bayswater, in the county of Middlesex, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 11th of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 30th day of November instant, 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 Messrs. Linklaters and Hackwood, of No. 7, Walbrook, are the Solicitors acting in the bankruptcy.

John Piddington, of No. 53, Gracechurch-street, in the city of London, No. 3, Bensham-villas, London-road, Croydon, in the county of Surrey, and No. 77, Montague de las Cour, Brussels, in the Kingdom of Belgium, Commercial Agent (latey residing at The Limes, Forest-hill, in the county of Kent), having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 12th day of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. G. F. Cooke, of No. 30, King-street, Cheapside, is the Solicitor acting in the bankruptcy.

Jeremiah Savage Elgee, of the Anglesea Arms Public-house, No. 15, Selwood-terrace, Old Brompton, in the county of Middlesex, Licensed Victualler, having been ad-

judged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 12th of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Pawle and Lovesey, of No. 7, New-inn, are the Solicitors acting in the bankruptcy.

Thomas Adams the elder, of No. 3A, Cross-street, Eagle-street, having a private residence at No. 27, Britannia-street, both in the City-road, 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 12th day of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. J. H. Marshall, of No. 12, Hatton-garden, is the Solicitor acting in the bankruptcy.

Frederick Smith, of East Hampstead, in the county of Berks, Sheep Salesman, previously of West Hanningfield, in the county of Essex, Auctioneer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 14th day of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 30th day of November instant, 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 Messrs. Treherne and Co., of No. 75, Aldermanbury, are the Solicitors acting in the bankruptcy.

Thomas Patrick, of No. 26, Kirby-street, Hatton-garden, also having a Factory in Baldwin's-place, Baldwin's-gardens, Holborn, both in Middlesex, Button Manufacturer, formerly carrying on business at Baldwin's-place aforesaid, in partnership with William King, trading as Patrick and King, Button Manufacturers, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 14th day of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at 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. H. Marshall, of No. 12, Hatton-garden, is the Solicitor acting in the bankruptcy.

Edmund Lepper, for one week residing in lodgings at No. 4, Sutton-street, Holloway-head, Birmingham, in the county of Warwick, out of business and employment, previously of New Thomas-street, Aston-road, Birmingham aforesaid, and renting Shopping with Mill Power, at Powell's Mill, Aston-road, Birmingham aforesaid, Ivory, Bone, and Wood Button Maker, 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 15th day of November, 1864, is hereby required to surrender himself to Owen Davies Tudor, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at twelve of the clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Mr. A. B. East, of Birmingham, is the Solicitor acting in the bankruptcy.

Joseph Sharpe, lodging at No. 7, Lower Windsor-street, Birmingham, in the county of Warwick, Army Contractor, his wife at the same time carrying on business as a Retail Brewer, at the Spotted Horse Inn, King-street, Hulme, in the city of Manchester, 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 15th day of November, 1864, is hereby required to surrender himself to Alfred Hill, 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 of the clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of No. 17, Waterloo-street, Birmingham, is the Official Assignee, and Mr. William Francis, of Birmingham, is the Solicitor acting in the bankruptcy.

John Bird and George Hickling, of Loughborough, in the county of Leicester, Elastic Web Manufacturers, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 17th day of November, 1864, are hereby required to surrender themselves to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Shirehall, Nottingham. Mr. John Harris, of Lower pavement, Nottingham, is the Official Assignee, and Mr. W. W. Goode, of Loughborough, is the Solicitor acting in the bankruptcy.

Joseph Green, late of Nottingham, in the county of Nottingham, Victualler, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at the Gaol of Nottingham, on the 15th day of November, 1864, and the adjudication being directed to be prosecuted at the Birmingham District Court of Bankruptcy, at Birmingham, is hereby required to surrender himself to Owen Davies Tudor, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Nottingham. Mr. John Harris, of Lower-pavement, Nottingham, is the Official Assignee.

David Jones and Rees Jones, both of Brynmawr, in the county of Brecon, Grocers and Copartners, trading under the style or firm of Jones, Brothers, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 14th day of November, 1864, are hereby required to surrender themselves 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 28th of November instant, at eleven o'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. Press and Inskip, of Bristol, are the Solicitors acting in the bankruptcy.

William Edward Hook, of No. 30, Fore-street, Devonport, in the county of Devon, Hardwareman, 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 16th day of November, 1864, 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 29th of November instant, at half-past twelve in the afternoon precisely, at the said Court, at the Athenæum, Plymouth. Mr. Mansfield Parkyns, of Queen-street, Exeter, is the Official Assignee, and Messrs. Edmonds and Sons, of Plymouth, and Mr. Thomas Flound, of Exeter, are the Solicitors acting in the bankruptcy.

Robert Williamson, of Heaton, in the parish of Bradford, in the county of York, Innkeeper, 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 16th day of November, 1864, 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 5th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Mr. W. B. Cross, of Bradford, and Messrs. Cariss and Tempest, of Leeds, are the Solicitors acting in the bankruptcy.

Arthur Hebden, of Swinegate, in Leeds, in the county of York, Twine 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 16th of November, 1864, 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 5th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Mr. B. C. Pullan, of Leeds, is the Solicitor acting in the bankruptcy.

John Warrington the elder, of Cawood, near Selby, in the county of York, Farmer, Potato Dealer, Small Shopkeeper, and Common Carrier, 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 16th day of November, 1864, 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 5th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the

Commercial-buildings, Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

Joshua Fleming, of Halifax, in the county of York, Dealer in Fancy Goods, 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 15th day of November, 1864, 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 5th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Mr. Walter Storey, of Halifax, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

William Buckton, of Leeds, in the county of York, Twine Manufacturer and Yarn Merchant, carrying on business at Leeds aforesaid, in copartnership with Arthur Hebden, under the firm of Hebden and Buckton, 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 15th of November, 1864, 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 5th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. North and Sons, of Leeds, are the Solicitors acting in the bankruptcy.

William Cornelius Whittenbury, of Leeds, in the county of York, out of business, formerly of Huddersfield, in the said county, Furniture Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 15th day of November, 1864, 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 5th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Mr. Thomas Simpson, of Leeds, is the Solicitor acting in the bankruptcy.

Charles Grey, late of Bromborough, in the county of Chester, Farmer and Dealer, and late a Prisoner for Debt in the Gaol of Chester Castle, in the said county, having been adjudged bankrupt by a Registrar of the County Court of Chester, attending at the Gaol aforesaid, on the 14th day of November, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Liverpool District, at Liverpool, is hereby required to surrender himself to one of the Registrars of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee.

Richard Andow, of Bath-street, Southport, in the county of Lancaster, Lodging-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 9th day of November, 1864, 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 30th day of November instant, at eleven o'clock in the forenoon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and Messrs. Dodge and Wynne, of Union-court, Liverpool, are the Solicitors acting in the bankruptcy.

William Elmore, of Nos. 84 and 86, Duke-street, and No. 41, Blundell-street, Liverpool, in the county of Lancaster, Commission Agent, Wine and Spirit Merchant, and Tobacco Pipe Manufacturer, 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 14th day of November, 1864, 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 29th day of November instant, at eleven o'clock in the forenoon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and Richard Holden, Esq., of Grecian-chambers, Dale-street, Liverpool, is the Solicitor acting in the bankruptcy.

Hadle Titherington, late of School-lane, Rochdale, in the county of Lancaster, Innkeeper, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been adjudged bankrupt by a Registrar of Her Majesty's Court of Bankruptcy for the Manchester

District, attending at the Gaol at Lancaster, on the 17th day of October, 1864, and the adjudication being directed to be prosecuted in the Court of Bankruptcy, at Manchester, is hereby required to surrender himself to David Cato Macrae, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 29th day of November instant, at eleven o'clock in the forenoon precisely, at the said Court, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee.

Francis Rooker, of No. 186, Waterloo-road, Manchester, in the county of Lancaster, carrying on business in co-partnership with Edward Taylor, at No. 220, Chapel-street, Salford, in the county of Lancaster, and at No. 27, Mount-street, in Salford aforesaid, and also at No. 109A, Market-street, in Manchester aforesaid, as Machinists, 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 15th day of November, 1864, is hereby required to surrender himself to David Cato Macrae, 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 twelve o'clock at noon precisely, at the said Court, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Atkinson, Saunders, and Co., of Manchester, are the Solicitors acting in the bankruptcy.

John George Jockisch, of the city of Manchester, in the county of Lancaster, Commission Agent and Merchant, 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 16th day of November, 1864, is hereby required to surrender himself to David Cato Macrae, 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 twelve o'clock at noon precisely, at the said Court, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Sale and Co., of Manchester, are the Solicitors acting in the bankruptcy.

Daniel Revett, of Eden Wood, near Bury, and also of Bolton, both in the county of Lancaster, Manufacturer and Warp Sizer, trading under the name or style of Daniel Revett and Company, 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 15th day of November, 1864, is hereby required to surrender himself to David Cato Macrae, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at twelve o'clock at noon precisely, at the said Court, at Manchester. George Morgan, 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.

Thomas Fisher, of Barrow-in-Furness, in the county of Lancaster, Grocer and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 15th day of November, 1864, is hereby required to surrender himself to David Cato Macrae, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at twelve o'clock at noon precisely, at the said Court, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. William Relph, of Barrow-in-Furness, and Messrs. Slater and Barling, of Manchester, are the Solicitors acting in the bankruptcy.

Arthur Heald, of Nelson, near Colne, in the county of Lancaster, Cotton Manufacturer, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 8th day of November, 1864, is hereby required to surrender himself to David Cato Macrae, 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, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Slater and Barling, of Manchester, are the Solicitors acting in the bankruptcy.

William Flitercroft, of Bolton, in the county of Lancaster, Manufacturer and Waste Dealer, 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 14th day of November, 1864, is hereby required to surrender himself to David Cato Macrae, Esq., a Registrar of the said Court, at the first meeting of creditors to be held

before the said Registrar, on the 29th day of November instant, at twelve o'clock at noon precisely, at the said Court, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. James B. Edge, of Bolton, and Messrs. Smith and Boyer, of Manchester, are the Solicitors acting in the bankruptcy.

John Priestman the younger, of Warrington, in the county of Lancaster, Tanner, 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 14th day of November, 1864, is hereby required to surrender himself to David Cato Macrae, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 29th day of November instant, at twelve o'clock at noon precisely, at the said Court, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Grundy and Davies, of Manchester, are the Solicitors acting in the bankruptcy.

Charles Henry Bake, of No. 276, Stretford-road, Manchester, in the county of Lancaster, Chemist and Druggist, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 16th day of November, 1864, is hereby required to surrender himself to David Cato Macrae, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at twelve o'clock at noon precisely, at the said Court at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Earles, Son, Hopps, Orford, and Earle, of Manchester, are the Solicitors acting in bankruptcy.

William Henry Webb, formerly of Ann's-hill, Camden Town, near Gosport, Hants, Baker and Grocer, and now of Ann's-hill aforesaid, out of business and employment, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Portsmouth, on the 14th day of November, 1864, 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 30th day of November instant, at eleven o'clock in the forenoon precisely, at the said Court. Mr. John Howard, of Portsmouth, is the Official Assignee, and Mr. J. H. Paffard, of Portsea, is the Solicitor acting in the bankruptcy.

Lavinia Lawson, of Nelson-ville, Nelson-road, Southsea, in the county of Southampton, Widow, Lodging-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Portsmouth, on the 14th day of November, 1864, is hereby required to surrender herself to the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 30th day of November instant, at eleven o'clock in the forenoon precisely, at the said Court. Mr. John Howard, of Portsmouth, is the Official Assignee, and Mr. James Stening, of Portsea, is the Solicitor acting in the bankruptcy.

Albert Willis, formerly of Lamartine-street, in the town of Nottingham, Silk Stainer and Dyer, now in lodgings at the house of Henry Hobley, Mill House Cottage, Forest, in the town of Nottingham, Journeyman Silk Stainer and Dyer, having been adjudged bankrupt on the 15th day of November, 1864, under a Petition for adjudication of Bankruptcy, filed in the County Court of Nottinghamshire, holden at Nottingham, on the 14th day of November, 1864, is hereby required to surrender himself to Edwin Patchitt, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the Shirehall, Nottingham. Edwin Patchitt, Esq., of Nottingham, is the Official Assignee, and Mr. J. W. Smith, of Nottingham, is the Solicitor acting in the bankruptcy.

William Thompson Hallam (sued as William Thomas Hallam), of Beeston, in the county of Nottingham, formerly Draper's Assistant, but now out of employment, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Nottinghamshire, holden at Nottingham, on the 15th day of November, 1864, is hereby required to surrender himself to Edwin Patchitt, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the Shirehall, Nottingham. Edwin Patchitt, Esq., of Nottingham, is the Official Assignee, and Mr. J. Ashwell, of Nottingham, is the Solicitor acting in the bankruptcy.

Joseph Williamson, of Wilmslow, in the county of Chester, Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Altrincham, on the 14th day of November, 1864, is hereby required to surrender himself to Mr. John Smith Porter, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 29th day of November instant, at eleven o'clock in the forenoon precisely, at the Office of the said County Court, Altrincham. Mr. John Smith Porter is the Official Assignee, and Edward Stanley Bent, of Altrincham, is the Solicitor acting in the bankruptcy.

John Whittaker, of Radcliffe, near Manchester, previously of Birch-street, West Gorton, near Manchester aforesaid, Shopman, formerly of Birch-street, West Gorton aforesaid, Grocer and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Manchester, on the 14th day of November, 1864, is hereby required to surrender himself to Mr. Samuel Kay, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 16th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, Nicholas-croft, Manchester. Mr. Samuel Kay, of Manchester, is the Official Assignee, and Mr. J. Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

William Taylor, of Back Wellington-street, Habergham Eaves, Burnley, Contractor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Burnley, on the 14th day of November, 1864, is hereby required to surrender himself to Henry Waddington Hartley, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 28th day of November instant, at three o'clock in the afternoon precisely, at the said County Court Office, Grimshaw-street, Burnley. Henry Waddington Hartley, Esq., of Barnley, is the Official Assignee, and Mr. Francis Hartley, of Burnley, is the Solicitor acting in the bankruptcy.

John Bentley, of Busk within Oswaldtwistle, in the county of Lancaster, Joiner and Cabinet Maker, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Blackburn, on the 14th day of November, 1864, is hereby required to surrender himself to John Bolton, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at ten o'clock in the forenoon precisely, at the County Court Office, Blackburn. The said Registrar is the Official Assignee, and Mr. George William Harlow, of Accrington, is the Solicitor acting in the bankruptcy.

Edward Cardall, lodging at the house of Joseph Graynoth, George Inn, Little Park-street, Coventry, in the county of Warwick, Licensed Victualler, out of business, previously of No. 29, Cross Cheaping, Coventry aforesaid, Beerhouse Keeper and Coal Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Coventry, on the 12th day of November, 1864, is hereby required to surrender himself to T. H. Kirby, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 29th day of November instant, 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 Thomas Smallbone, of Coventry, is the Solicitor acting in the bankruptcy.

Samuel Robson, of Long-row, South Shields, in the county of Durham, Grocer and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Durham, holden at South Shields, on the 5th day of November, 1864, is hereby required to surrender himself to Christopher A. Wawn, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 29th day of November instant, at eleven o'clock in the forenoon precisely, at the County Court Office, South Shields. Christopher A. Wawn, of South Shields, is the Official Assignee, and William Brignall, Esq., of Durham, is the Solicitor acting in the bankruptcy.

Jacob Walker, formerly of Bridge-gate, Derby, in the county of Derby, Shopkeeper and Wheelwright, afterwards in partnership with Anthony Ottewill, in Bridge-gate, Derby aforesaid, as Wheelwrights, and now of York-street, Derby aforesaid, in lodgings, Journeyman Wheelwright, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Derby, on the 11th day of November, 1864, is hereby required to surrender himself

to George Henry Weller, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 30th day of November instant, at twelve o'clock at noon precisely, at the County-hall, in Derby. George Henry Weller, of Derby, is the Official Assignee, and Jeremiah Briggs, of Derby, is the Solicitor acting in the bankruptcy.

Frederick Charles Ryley, late of Duke-street, Portland-place, in the county of Middlesex, Ale Merchant, but now of Burton-upon-Trent, in the county of Stafford, Railway Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Burton-on-Trent, on the 14th day of November, 1864, is hereby required to surrender himself to Mr. Philip Hubbersty, 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 one o'clock in the afternoon precisely, at the said Court. The said Registrar is the Official Assignee, and Mr. William Taylor Prince, of Burton, is the Solicitor acting in the bankruptcy.

John Burton, of Stamford, in the county of Lincoln, Licensed Victualler and Commercial Traveller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Stamford, on the 14th day of November, 1864, is hereby required to surrender himself to Messrs. Sheild and Hough, the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrars, on the 28th day of November instant, at eleven o'clock in the forenoon precisely, at the County Court Office, Stamford. Messrs. Sheild and Hough, of Stamford, are the Official Assignees, and Mr. Wm. F. Law, of Stamford, is the Solicitor acting in the bankruptcy.

Thomas Bradbury, of Eytton, near Wellington, in the county of Salop, National Schoolmaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Shropshire, holden at Wellington, on the 10th day of November, 1864, is hereby required to surrender himself to Robert Daniel Newill, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 16th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. The Registrar of the said Court is the Official Assignee, and Joseph Green James, of Wellington, is the Solicitor acting in the bankruptcy.

Joseph White, of Queen-street, Westbromwich, in the county of Stafford, Attorney's Clerk and Registrar of Marriages, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Oldbury, on the 12th of November, 1864, is hereby required to surrender himself to George Steward Watson, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 19th day of November instant, at ten o'clock in the forenoon precisely, at his Offices, High-street, Westbromwich. George Steward Watson, of Westbromwich, is the Official Assignee, and Henry Jackson, of Westbromwich, is the Solicitor acting in the bankruptcy.

Dominic Coffey, of Rack-lane, in Newton, in the county of Chester, Roller Coverer and Tea Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Hyde, on the 10th day of November, 1864, is hereby required to surrender himself to John Brooks, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 30th day of November instant, at twelve o'clock at noon precisely, at the said Court. John Brooks, Esq., of Hyde, is the Official Assignee, and Messrs. John and Joseph Hibbert, of Hyde, are the Solicitors acting in the bankruptcy.

Edward Hammont, of No. 23, Castle-street, Hastings, in the county of Sussex, Shoemaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Hastings, on the 15th day of November, 1864, is hereby required to surrender himself to William Blackman Young, 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, No. 80, High-street, Hastings. William Blackman Young, Esq., of Hastings, is the Official Assignee, and Thomas William Bilton, Esq., of Hastings, is the Solicitor acting in the bankruptcy.

Adolphus Uriha Quintin, of No. 19, Spa-gates, Bristol-road, Gloucester, Dentist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Gloucester, on the 15th day of November, 1864, is hereby required to surrender himself to Mr. Frederick Wilton, 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 County Court Office, Gloucester. Mr. Frederick Wilton, of Gloucester, is the Official Assignee, and Mr. John Hulls, of Gloucester, is the Solicitor acting in the bankruptcy.

Joanna Giles, of Mark, in the county of Somerset, Beer-house Keeper and Licensed to sell Wine under the 23rd Victoria, chapter 27, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Axbridge, on the 8th day of November, 1864, is hereby required to surrender herself to Bruges Fry, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Axbridge. The Registrar of the said Court is the Official Assignee, and Mr. Paul O. H. Reed, of Bridgwater, is the Solicitor acting in the bankruptcy.

Hugh Taylor, now of No. 99, Brunswick-street, but formerly of Market-street, both within Heywood, in the county of Lancaster, formerly Beerseller, Waste Dealer, and Factory Operative, and now out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Bury, on the 14th day of November, 1864, is hereby required to surrender himself to Mr. Thomas Grundy, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at nine o'clock in the forenoon precisely, at the said Court, No. 14, Union-street, Bury. Mr. Thomas Grundy, of Bury, is the Official Assignee, and Messrs. P. and J. Watson, of Bury, are the Solicitors acting in the bankruptcy.

John Hunt, of the Crystal Ale Stores, in James-street, Bird's-gardens, Ipswich, in the county of Suffolk, Travelling Draper, &c., having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Ipswich, on the 15th day of November, 1864, is hereby required to surrender himself to Mr. Charles Pretymann, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 30th day of November instant, at eleven o'clock in the forenoon precisely, at the County Court Office, Silent-street, Ipswich. The Registrar of the Court is the Official Assignee, and Mr. W. H. Moore, of Museum-street, Ipswich, is the Solicitor acting in the bankruptcy.

Robert Bulwer, of Beccles, in the county of Suffolk, Publican and Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Beccles and Bungay, on the 15th day of November, 1864, is hereby required to surrender himself to Edward Brown Fiske, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at ten o'clock in the forenoon precisely, at the Office of the said Registrar. Edward Brown Fiske, of Beccles, Gentleman, is the Official Assignee, and Alfred Kent, of Beccles, Gentleman, is the Solicitor acting in the bankruptcy.

John Gorrod, of Beccles, in the county of Suffolk, late of the Fox Inn, Willingham, in the same county, Publican and Shopkeeper, but now of no occupation, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Beccles and Bungay, on the 15th day of November, 1864, is hereby required to surrender himself to Edward Brown Fiske, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at ten o'clock in the forenoon precisely, at the Office of the said Registrar. Edward Brown Fiske, Gentleman, of Beccles, is the Official Assignee, and Alfred Kent, Gentleman, of Beccles, is the Solicitor acting in the bankruptcy.

James Hancock, of No. 17, Union-street, Ryde, in the Isle of Wight, in the county of Southampton, Cabinet Maker, Upholsterer, Paper Hanger, and Milliner, 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 12th day of November, 1864, is hereby required to surrender himself to Mr. Frederick Blake, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 3rd day of December next, at ten o'clock in the forenoon precisely, at the County Court Office, Quay-street, Newport. Mr. Frederick Blake, of Newport, is the Official Assignee, and Mr. Thomas Hamilton Urry, of Ventnor, is the Solicitor acting in the bankruptcy.

John James Littlewood, of the parish and borough of Tewkesbury, in the county of Gloucester, Innkeeper and Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Tewkesbury, on the 15th day of November, 1864, is hereby required to surrender himself to Mr. William Brown, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at one o'clock in the afternoon precisely, at the Chambers of the said Registrar, No. 72, High-street, Tewkesbury. Mr. William Brown, of Tewkesbury, is the Official Assignee, and Mr. Thomas Taynton, of Gloucester, is the Solicitor acting in the bankruptcy.

Samuel Roberts, of Liverpool, in the county of Lancaster, Architect and Builder, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, on the 16th day of November, 1864, is hereby required to surrender himself to Henry Hime, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at three of the clock in the afternoon precisely, at the said Court, at No. 80, Lime-street, Liverpool. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, is the Official Assignee, and Mr. Charles Pemberton, of No. 13, Cable-street, Liverpool, is the Solicitor acting in the bankruptcy.

William Gray, of Netherfield-road North, Liverpool, in the county of Lancaster, Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, on the 16th day of November, 1864, is hereby required to surrender himself to Henry Hime, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at half-past two o'clock in the afternoon precisely, at the said Court, at No. 80, Lime-street, Liverpool. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, is the Official Assignee, and Mr. David Evans, of Commerce-court, Lord-street, Liverpool, is the Solicitor acting in the bankruptcy.

William Rodgers Thornhill, of No. 48, Lime-street, Liverpool, and also of Stanley-street, Fairfield, both in the county of Lancaster, Ironmonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, on the 16th day of November, 1864, is hereby required to surrender himself to Henry Hime, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st of December next, at half-past three o'clock in the afternoon precisely, at the said Court, at No. 80, Lime-street, Liverpool. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, is the Official Assignee, and Mr. John Cooper Grocott, of No. 10, Basnett-street, Liverpool, is the Solicitor acting in the bankruptcy.

Robert Thackray, of Leeds, in the county of York, in lodgings, out of business, previously of Leeds aforesaid, Dealer in Corn, Flour, Hay, and Straw, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 12th day of November, 1864, is hereby required to surrender himself 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 30th day of November instant, 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.

Isaac Eeles Anderson, of Seacroft, near Leeds, in the county of York, Saddler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 15th day of November, 1864, is hereby required to surrender himself 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 30th day of November instant, at twelve o'clock at noon precisely, at the said Court. Mr. John William Sangster, of Albion-place, Leeds, is the Official Assignee, and Messrs. Horsfall and Latimer, of Leeds, are the Solicitors acting in the bankruptcy.

Thomas Cobb, of Brunswick-row, North-street, Leeds, in the county of York, carrying on business in the Angel-yard, Lands-lane, Leeds aforesaid, as a Smith and Farrier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 12th day of November, 1864, is hereby required to surrender himself to Mr. John William Sangster, Registrar of the said Court, at the first meet-

ing of creditors to be held before the said Registrar, on the 30th day of November instant, at twelve o'clock at noon precisely, at the 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.

Henry Rogers, of Chapeltown, near Leeds, and also of Leeds, in the county of York, Bookkeeper and Accountant, and previously of the town and county of the town of Nottingham, Clerk and Accountant in the Court of Bankruptcy, having been adjudged bankrupt at the County Court of Yorkshire, holden at York, on the 10th day of November, 1864, and the proceedings having been transferred to the County Court of Yorkshire, holden at Leeds, 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 30th day of November instant, 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.

Timothy Gregory, of the Ferry House, Queen's Ferry, in the county of Flint, Publican, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Chester, on the 16th day of November, 1864, is hereby required to surrender himself to James Wason, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 28th day of November instant, at nine o'clock in the forenoon precisely, at the County Court Office, Watergate-street, Chester. James Wason, Esq., of Chester, is the Official Assignee, and Mr. William Henry Churton, of Eastgate, Chester, is the Solicitor acting in the bankruptcy.

Edward Simon Jones, of No. 35A, High-street, in the town of Rhyl, in the county of Flint, Grocer and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Flintshire, holden at St. Asaph, on the 15th day of November, 1864, is hereby required to surrender himself to Mr. Robert James Sisson, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at eleven o'clock in the forenoon precisely, at the Registrar's-room, in the said Court. Mr. Robert James Sisson is the Official Assignee, and Mr. William Robert Williams, of Rhyl, is the Solicitor acting in the bankruptcy.

George Walton, of Meeting House-lane, Sheffield, in the county of York, Commission Agent and Bailiff, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Sheffield, on the 14th of November, 1864, is hereby required to surrender himself to William Wake and Thomas William Rodgers, the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrars, on the 1st day of December next, at one o'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, is the Solicitor acting in the bankruptcy.

John Hancock, of Ranmoor, near Sheffield, in the county of York, Labourer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Sheffield, on the 15th day of November, 1864, is hereby required to surrender himself to William Wake and Thomas William Rodgers, the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrars, on the 1st day of December next, at one o'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, is the Solicitor acting in the bankruptcy.

Jonah Bulman, formerly of Cockermouth, in the county of Cumberland, Grocer and Provision Dealer, and now of Silloth, in the said county, Grocer and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cumberland, holden at Wigton, on the 16th day of November, 1864, is hereby required to surrender himself to Mr. Anthony Berwick Were, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at twelve o'clock at noon precisely, at the said Court. The said Registrar is the Official Assignee, and Mr. J. C. Wanno, of Carlisle, is the Solicitor acting in the bankruptcy.

James Webber, of the parish of Halberton, in the county of Devon, Yeoman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in form pauperis), filed in the County Court of Devonshire, holden at Exeter,

on the 7th day of November, 1864, is hereby required to surrender himself to R. R. M. Daw, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at eleven o'clock in the forenoon precisely, at the said Court. R. R. M. Daw, Esq., of No. 13, Bedford-circus, Exeter, is the Official Assignee, and Thomas Floud, Esq., of Exeter, is the Solicitor acting in the bankruptcy.

Joseph Drake, of Grafton-street, in the township of Horton, in the parish of Bradford, in the county of York, carrying on business as a Joiner and Cabinet Maker, formerly in Fawcett-court, afterwards in Barker-end-road, but now in Thornton-road, all in Bradford aforesaid, and formerly in partnership with William Armistead, carrying on business in Fawcett-court aforesaid, as Joiners, Cabinet and Model Makers, under the style or firm of Armistead and Drake, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Bradford, on the 15th day of November, 1864, is hereby required to surrender himself to the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at quarter-to-ten o'clock in the forenoon precisely, at the said Court. Mr. George Robinson, the Registrar of the said Court, is the Official Assignee, and Mr. James Gwynne Hutchinson, of Bradford, is the Solicitor acting in the bankruptcy.

Thomas Laycock Walker, of No. 56, White Abbey, in Bradford, in the county of York, Painter, Paperhanger, Linendraper, and Boot and Shoe Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Bradford, on the 15th day of November, 1864, is hereby required to surrender himself to the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at quarter-to-ten o'clock in the forenoon precisely, at the said Court. Mr. George Robinson, the Registrar of the said Court, is the Official Assignee, and Messrs. Terry and Watson, of Bradford, are the Solicitors acting in the bankruptcy.

Edmund Parfett, of Headley, in the county of Southampton, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Surrey, holden at Farnham, on the 14th day of November, 1864, is hereby required to surrender himself to Mr. W. J. Hollest, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 29th day of November instant, at three of the clock in the afternoon precisely, at the said Court. Mr. W. J. Hollest, of Farnham, is the Official Assignee, and Mr. George White, of Guildford, Surrey, is the Solicitor acting in the bankruptcy.

William Martin, of Fowey, in the county of Cornwall, Baker and Confectioner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cornwall, holden at Saint Austell, on the 14th day of November, 1864, is hereby required to surrender himself to Edmund Carlyon, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at eleven of the clock in the forenoon precisely, at his chambers, Saint Austell. Edmund Carlyon, of Saint Austell, is the Official Assignee, and William Thomas Sobey, of Fowey, is the Solicitor acting in the bankruptcy.

Charles Healey, late of Northgate, in Wakefield, in the county of York, Licensed Victualler, but now of Elm-street, in Wakefield aforesaid, in lodgings and out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Wakefield, on the 15th day of November, 1864, is hereby required to surrender himself to Henry Mason, 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 Court-house, Wakefield. Henry Mason, Esq., of Bond-terrace, Wakefield, is the Official Assignee, and Mr. Charles Bathurst Luis Fernandes, of Wakefield, 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.

James Holman, of West Cowes, Isle of Wight, in the county of Southampton, Tailor, and Outfitter, 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 February, 1864, 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 9th 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. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of 46, Moorgate-street, the Solicitor acting in the bankruptcy.

Stephen Leggett, formerly of South-street Farm, Whitstable, near Canterbury, in the county of Kent, Farmer, then of Smeed Farm, Whitstable aforesaid, Farmer, then of the King's Head Inn, Whitstable aforesaid, Innkeeper, and now lodging at the King's Head Inn aforesaid, 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 2nd day of January, 1864, 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 9th 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. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Thomas Andrew Fitzgerald Reynolds, late of Hampstead House, Chidham, in the county of Sussex, and No. 23, Cecil-street, Strand, in the county of Middlesex, Solicitor, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Whitecross-street, London, and filed in Her Majesty's Court of Bankruptcy in London, on the 20th day of October, 1864, 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 20th 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

James Bateon Rickards (also sued as J. Rickards, and as James Rickards), late of No. 24, Oakley-square, Hampstead-road, in the county of Middlesex, in no business, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Whitecross-street, London, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of October, 1864, 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 20th day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Giles Prickett, late of Tonsley-hill, Wandsworth, and previously of No. 25, The Grove, Wandsworth, both in the

county of Surrey, Commission Agent and Dealer in Felt, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Whitecross-street, London, and filed in Her Majesty's Court of Bankruptcy, in London, on the 20th of October, 1864, 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 20th 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

William Henry Osborn, late of No. 33, Foley-street, Portland-place, in the county of Middlesex, and of Nos. 14 and 15, St. Swithin's-lane, and No. 23, Cullum-street, both in the city of London, Accountant, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Whitecross-street, London, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th of October, 1864, 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 20th day of December 1864, at the said Court, at Basinghall-street, in the city of London, at one of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Thomas Jarvis, late of Earls Court, Old Brompton, in the county of Middlesex, out of business (formerly a brewer), having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Whitecross-street, London, and filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of October, 1864, 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 20th 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

John George, late of Chalk Farm-road, Haverstock-hill, the county of Middlesex, Cheesemonger, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Whitecross-street, London, and filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of October, 1864, 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 20th 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

William Henry Forbes, late of No. 131, Fleet-street, and previously of No. 95, Fleet-street, both in the city of London, Licensed Victualler, having been adjudged bankrupt under an adjudication of Bankruptcy made by a Registrar attending at Whitecross-street, London, and filed in Her Majesty's Court of Bankruptcy in London, on the 20th October, 1864, 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 20th day of December, 1864, 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. H. Orchard, of John-street, Bedford-row, is the Solicitor acting in the bankruptcy.

Henry Burkill Craven (sued as H. O. Craven), late of No. 1, Eastcheap, in the city of London, and No. 22, Upper Gifford-street, Caledonian-road, in the county of Middlesex, Corn Merchant, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar, attending at Whitecross-street, London, filed in Her Majesty's Court

of Bankruptcy, in London, on the 20th day of October, 1864, 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 20th day of December next, at the said Court, at Basinghall-street, in the city of London, at half past one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. H. M. Burt, of No. 10, South-square, Gray's-inn, is the Solicitor acting in the bankruptcy.

James Cotterell (sued also as James Cottrell), late of No. 22, Gloucester-road, Commercial-road East, in the county of Middlesex, and of Henham, in the county of Essex, in no business, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Whitecross-street, London, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of October, 1864, 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 20th day of December next, at the said Court, at Basinghall-street, in the city of London, at half past one in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

James Burbidge (sued and committed as James Burbridge), late of No. 24, Basinghall-street, in the city of London, and of No. 22, Chadwell-street, Clerkenwell, in the county of Middlesex, Commission Agent, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Whitecross-street, London, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of October, 1864, 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 20th day of December next, at the said Court, at Basinghall-street, in the city of London, at two in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

James Charles Robertson (sued as James C. Robertson), late of North Woolwich-road, in the county of Middlesex, and previously of No. 10, Rood-lane, in the city of London, and No. 2, John-street, Commercial-road East, in the county of Middlesex, Merchant and Commission Agent, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Whitecross-street, London, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of October, 1864, 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 20th 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

George Bryant, late of No. 37, Great Saint Andrew-street, Seven Dials, in the county of Middlesex, Sculptor, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Whitecross-street, London, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of October, 1864, 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 22nd of December next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. H. D. Ilderton, of No. 28A, Basinghall street, London, is the Solicitor acting in the bankruptcy.

Thomas Brassington, late of No. 5, South End, Croydon, and previously of Carshalton, both in the county of Surrey, Builder, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Horsemonger-lane Gaol, Surrey, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of

October, 1864, 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 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Alfred Babington, late of No. 6, Lower Doctor-street, Walworth, in the county of Surrey, Engineer, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Horsemonger lane Gaol, Surrey, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of October, 1864, 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 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

George Fisher, late of No. 5, Stafford-place, Vauxhall-road, Pimlico, and Willow-vale, Shepherd's Bush, both in the county of Middlesex, Coal Merchant, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Horsemonger-lane Gaol, Surrey, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd of October, 1864, 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 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

William Gibbs, late of No. 61, Upper Stamford-street, Blackfriars, and Belvidere-road, Lambeth, both in the county of Surrey, Machinist, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Horsemonger-lane Gaol, Surrey, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of October, 1864, 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 23rd 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate street, is the Solicitor acting in the bankruptcy.

Nathaniel Kelly, late of No. 7, White-street, and No. 141, Kent-street, both in the borough of Southwark, in the county of Surrey, Merchant, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Horsemonger-lane Gaol, Surrey, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of October, 1864, 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 23rd 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Ebenezer Hadrill, late of No. 4, Brabant-court, Philpot-lane, in the city of London, and of No. 38, Grosvenor-park North, Camberwell, in the county of Surrey, Merchant, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Horsemonger-lane Gaol, Surrey, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd of October, 1864, 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 23rd 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

William Roberts, of No. 25, Lower Sloane-street, Chelsea, in the county of Middlesex, Oil and Colorman, 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 26th of October, 1864, 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 20th 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. F. Farrar, of No. 19, Great Carter-lane, is the Solicitor acting in the bankruptcy.

George Head, of the Pantehnicon, Queen's-road, Brighton, in the county of Sussex, Upholsterer, carrying on business under the firm of G. Head and Sons, also late of the Queen's Head, Brighton aforesaid, Beerhouse-keeper, also of No. 59, London-road, Brighton aforesaid, also of the White Horse Hotel, Guildford, in the county of Surrey, Licensed Victualler, also lately carrying on business as a Miller, at Guildford aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of October, 1864, 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 20th day of December next, at the said Court, at Basinghall-street, in the city of London, at one of the clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. E. Evershed, of Brighton, and Mr. Sowton, of Great James-street, Bedford-row, London, are the Solicitors acting in the bankruptcy.

Alfred Keen, late of No. 2, Saint Margaret's-place, Shooter's Hill-road, but now of No. 19, Saint James's-place, Plumstead, both in the county of Kent, a Deputy Assistant-Superintendent of Stores at the Royal Arsenal Woolwich, in Kent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of October, 1864, 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 20th 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. G. and E. Hilleary, of No. 5, Fenchurch Buildings, Fenchurch-street, are the Solicitors acting in the bankruptcy.

Thomas Davies, of No. 4, King's College-road, St. John's Wood, in the county of Middlesex, Cheesemonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of October, 1864, 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 20th 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

William Gimson, of No. 18, Aylesbury-street, Clerkenwell, in the county of Middlesex, and Bayfield-cottage, New-road, St. John's-hill, Wandsworth, in the county of Surrey, Card Manufacturer, 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 October, 1864, 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 20th day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being

the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Isaac Downton, of Wilton, in the county of Wilts, Dealer in Marine Stores and General Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd of October, 1864, 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 20th day of December next, at the said Court, at Basinghall-street, in the city of London, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Thomas Baker, of Surbiton-hill, in the parish of Kingston-on-Thames, in the county of Surrey, Nurseryman, Florist, Seedsman, Gardener, and Layer-out of Grounds for Gardens, and Ground Workman and Landscape Gardener, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of October, 1864, 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 20th day of December next, at the said Court, at Basinghall-street, in the city of London, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. K. N. Spicer, of No. 5, Staple-inn, Holborn, is the Solicitor acting in the bankruptcy.

John Chalkley, of High-road, and No. 2, Dorset-villas, Northumberland-park, both in the parish of Tottenham, in the county of Middlesex, Brewer, late in partnership at Tottenham aforesaid, with George Chalkley, as Brewers, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd of October, 1864, 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 20th day of December next, at the said Court, at Basinghall-street, in the city of London, at half-past eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Peckham and Sait, of No. 17, Great Knight-bridge-street, Doctors' Commons, are the Solicitors acting in the bankruptcy.

Julius Mendel, of No. 7, Sambrook-court, Basinghall-street, in the city of London, Commission Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 12th day of October, 1864, 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 15th of December next, at the said Court, at Basinghall-street, in the city of London, at half-past one in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Sole, Turners, and Hardwick, of No. 68, Aldermanbury, are the Solicitors acting in the bankruptcy.

John Barker, of No. 18, Albert-terrace, Balls Pond-road, Islington, in the county of Middlesex, Watch Jeweller and Watch Jewel Hole Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of October, 1864, 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 20th 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Henry Foster, formerly of No. 21, Well-street, Hackney, and No. 9, Bull-lane, Stepney, Grocer and Tea Dealer, now

out of business, now residing at No. 27, Church-road, Homerton, all in the county of Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of October, 1864, 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 20th day of December next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. A. Cramp, of No. 16½, Fenchurch-street, is the Solicitor acting in the bankruptcy.

William Barrett, of Sevenoaks, New Brompton, and Chatham, all in the county of Kent, Coal Merchant, trading under the style of the Kent Coal Company, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 11th day of October, 1864, 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 22nd day of December next, at the said Court, at Basinghall-street, in the city of London, at two of the clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Thomas Hewson, of No. 6, Hewlett-road, Old Ford, in the county of Middlesex, late of No. 121, Kingsland-road, in the said county of Middlesex, Law Clerk, formerly of the York Brewery, Queen-street, Milton-next-Gravesend, in the county of Kent, Common Brewer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th October, 1864, 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 22nd 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Peter Harrigan, of Cumberland-place, Paddington, in the county of Middlesex, Tailor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th October, 1864, 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 22nd 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Charles Dell, of Mitcham Common, in the county of Surrey, formerly a Cow Keeper and Dairyman, and Journeyman Silk Printer, but now a Journeyman Silk Printer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 24th day of October, 1864, 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 22nd 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

John Henry Newman, of Albert-terrace, Notting Hill, in the county of Middlesex, Watch and Clock Manufacturer, trading under the name of John Newman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1864, 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 22nd 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Stephen Robert Bridges (generally known as Stephen R. Bridges), of No. 23, Cotton-street, Mile-end, in the county of Middlesex, Wood and Stone Paviour, having part of a yard for business purposes, at Little North-street, Whitechapel, in the said county, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1864, 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 22nd day of December next, at the said Court, at Basinghall-street, in the city of London, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Edward Gladwish, of Ore, in the county of Sussex, Carpenter and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1864, 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 22nd day of December next, at the said Court, at Basinghall-street, in the city of London, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Nathan Scillitoe, of No. 51, James-street, Oxford-street in the county of Middlesex, Fishmonger, previously of No. 1, Charlotte-place, Old Church-street, Paddington-green, in the county aforesaid, Omnibus Proprietor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy filed in Her Majesty's Court of Bankruptcy, in London, on the 10th day of October, 1864, 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 22nd day of December next, at the said Court, at Basinghall-street, in the city of London, at half-past eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

William Thomas Payn, of Lymington, in the county of Southampton, Outfitter, 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 18th day of October, 1864, 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 22nd day of December next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Reed and Phelps, of No. 3, Gresham-street, are the Solicitors acting in the bankruptcy.

George Phillips, of No. 5, Red Lion-passage, Red Lion-street, Holborn, in the county of Middlesex, Pouterer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 13th day of October, 1864, 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 22nd day of December next, at the said Court, at Basinghall-street, in the city of London, at eleven of the o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

John Henderson, of No. 70, Vauxhall-walk, Lambeth, in the county of Surrey, and of No. 20, Great Wilde street, Lincoln's-inn-fields, in the county of Middlesex, Oil and Colour Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th October, 1864, 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 23rd 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Robert Coleman, of No. 3, Pont-street, Belgrave-square, in the county of Middlesex, Greengrocer and Fruiterer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of October, 1864, 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 23rd 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. H. H. Poole, of No. 58, Bartholomew-close, is the Solicitor acting in the bankruptcy.

William Jennings, late of No. 2, Alfred-cottage, Archway-road, Highgate, in the county of Middlesex, but now of No. 5, Arthur street, Clifton-fields, New-cross-road, in the county of Surrey, Sub-Contractor for Ground Work, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th of October, 1864, 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 23rd 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. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

The Reverend Spencer Percival Powys, Clerk, now and since the 10th day of October, 1864, a Prisoner for Debt in the Gaol for the county of Leicester, at Leicester, in the said county, and for eleven months prior thereto of Brimthorpe, in the said county of Leicester, and for one year and eight months prior to commencing to reside at Brimthorpe aforesaid of Anstey, in the county of Warwick, 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 25th of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 12th day of December next, at the said Court, at Birmingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Kinnear, of No. 17, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. James and Griffin, of Birmingham, are the Solicitors acting in the bankruptcy.

Joseph Guest, of Oxford-street, Bilston, in the county of Stafford, Licensed Victualler, 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 27th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 12th day of December next, at the said Court, at Birmingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Kinnear, of No. 17, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. H. and J. E. Underhill, of Wolverhampton, and Mr. W. A. Green, of Birmingham, are the Solicitors acting in the bankruptcy.

John Coates, of Loughborough, in the county of Leicester, Union Clerk, 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 27th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 20th day of December next, at the said Court, at the Shirehall, Nottingham, at half-past eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, of Low-pavement, Nottingham, is the Official Assignee, and Mr. J. Giles, of Loughborough, is the Solicitor acting in the bankruptcy.

Abraham Hartland, late of Saint White's, East Dean, in the county of Gloucester, Grocer and Draper, a Prisoner for Debt in the Gaol at Gloucester, having been adjudged bankrupt by a Registrar of the County Court of Gloucestershire, holden at Gloucester, attending at the Gaol at Gloucester, on the 15th day of October, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Bristol District, 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 5th day of December next, at the said Court, at the Guildhall, Bristol, at eleven 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.

Renaldo Roberts Brown, of Marshull, in the county of Dorset, Cattle Dealer, 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 24th day of October, 1864, 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 20th day of December next, at the said Court, in Queen-street, Exeter, at twelve at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of Queen-street, Exeter, is the Official Assignee, and Mr. George Chitty, of Shaftesbury, and Mr. J. H. Terrell, of Exeter, are the Solicitors acting in the bankruptcy.

Joseph Dunstan, of Truro, in the county of Cornwall Merchant, 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 12th day of October, 1864, 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 2nd day of January, 1865, 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. Mansfield Parkyns, of Queen-street, Exeter, is the Official Assignee, and Messrs. Hodge, Hockin, and Marrack, of Truro, and Messrs. John Daw and Son, of Exeter, are the Solicitors acting in the bankruptcy.

William Cooper, of Nymph Wood Farm, in the parish of Bow, in the county of Devon, previously of Addiscott Farm, in the parish of South Tawton, in the same county, Farmer, 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 31st day of October, 1864, 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 20th 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. Mansfield Parkyns, of Queen-street, Exeter, is the Official Assignee, and Messrs. Cleaves and Sparkes, of Crediton, are the Solicitors acting in the bankruptcy.

Arthur Thornton, late of Raistrick, in the county of York, Manufacturer and Merchant, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Leeds District, attending at the Castle or Gaol of York, on the 15th day of October, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Leeds District, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 8th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Chambers and Chambers, of Brighouse, and Messrs. Bond and Harwick, of Leeds, are the Solicitors acting in the bankruptcy.

Simpson Hurst, late of Scarborough, in the county of York, Provision Merchant, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Leeds District, attending at the Castle or Gaol of York, on the 15th day of October, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Leeds District, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 8th day of December next, at the said Court, at the Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee.

Robert Gill, of Leeds, in the county of York, Lankester, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 22nd day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 8th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Mr. R. L. Rooke and Mr. William Clarke, of Leeds, are the Solicitors acting in the bankruptcy.

Robert Plummer, of Leeds, in the county of York, Stuff Manufacturer and Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 28th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 8th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

William Elsworth, of Bramley, in the county of York, out of business, formerly a Mill Owner, Manufacturer, and Merchant, in partnership with Abraham Huddleston, carrying on business under the style or firm of Elsworth and Huddleston, at Bramley and Leeds, in the said county of York, 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 27th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 8th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Mr. J. Hill, of Bradford, is the Solicitor acting in the bankruptcy.

Albert Samuel Saalfeld, of Cookridge-street, Leeds, in the county of York, Cloth Merchant, trading under the style or firm of Saalfeld, Bros., having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 22nd day of September, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 8th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Bond and Barwick, Mr. Thomas Simpson, and Mr. George Yewdall, of Leeds, are the Solicitors acting in the bankruptcy.

Ephraim Sykes, of Huddersfield, in the county of York, Cotton Spinner and Doubler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 22nd day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 8th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Floyd and Learoyd, of Huddersfield, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

John Henry Fuller, of Park-green, in the parish of Bishop Monkton, near Ripon, in the county of York, Farmer and 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 24th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 8th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Mr. Thomas Simpson, of Leeds, is the Solicitor acting in the bankruptcy.

Joseph Curry, of Thirsk, in the county of York, Horse Dealer, and also Milliner and Straw Bonnet Maker, 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 26th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 8th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Mr. W. Robinson, of Richmond, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

Charles Wild and John Wild, of Elland, in the county of York, Cotton Doublers, Dealers and Chapmen, and Copartners, 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 15th day of October, 1864, a public sitting, for the said bankrupts to pass their Last Examination, and make application for their Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 8th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupts to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Mr. F. Jubb, of Halifax, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

Henry Lea Bevan, of Birkenhead, in the county of Chester, out of business, and formerly of Liverpool, in the county of Lancaster, Merchant's Clerk, 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 23th day of October, 1864, 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 13th of December next, at the said Court, at Liverpool, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and Messrs. Bateson, Robinson, and Morris, of Liverpool, are the Solicitors acting in the bankruptcy.

Ann Burgess, of Winnington-hill, near Northwich, in the county of Chester, Salt Manufacturer and Grocer, 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 27th of October, 1864, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held before Henry James Perry, Esq., the Commissioner of the said Court, on the 13th day of December next, at the said Court, at Liverpool, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of No. 53 South John-street, Liverpool, is the Official Assignee, and Messrs. Littledale, Ridley, and Bardsell, of Liverpool, are the Solicitors acting in the bankruptcy.

William Jones, of Woolton, in the county of Lancaster, carrying on the business of a Builder, at Solway-street, Liverpool, in the county of Lancaster, formerly carrying on business at No. 7, Tarverlands-street, Edge-hill, Liverpool aforesaid, in copartnership with the late John Jones, under the style or firm of John and William Jones, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 27th day of October, 1864, 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 13th of December next, at the said Court,

at Liverpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and S. O. Husband, Esq., of Cuthbert's-buildings, Clayton-square, Liverpool, is the Solicitor acting in the bankruptcy.

Richard Birch, of Hygeia-street, Liverpool, in the county of Lancashire, out of business, and formerly a Licensed Victualler, at No. 75, Regent-road, Liverpool aforesaid, 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 20th day of October, 1864, 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 2nd day of December next, at the said Court, at Liverpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and Joseph Best, Esq., of No. 42, South John-street, Liverpool, is the Solicitor acting in the bankruptcy.

Thomas Blackshaw, late of No. 117, Fishergate, Preston, in the county of Lancaster, Grocer and Tea Dealer, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been adjudged bankrupt by a Registrar of Her Majesty's Court of Bankruptcy for the Manchester District, attending at the Gaol at Lancaster, on the 17th of October, 1864, and the adjudication being directed to be prosecuted in the Court of Bankruptcy, at Manchester, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 1st 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. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. James Gardner, of Cross-street, Manchester, is the Solicitor acting in the bankruptcy.

Thomas Wigglesworth and Jeremiah Wigglesworth, of Accrington, in the county of Lancaster, Cotton Manufacturers and Copartners, trading under the style of Thomas and Jeremiah Wigglesworth, 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 1st day of November, 1864, a public sitting, for the said bankrupts to pass their Last Examination, and make application for their Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 29th of November instant, at the said Court, at Manchester, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupts to surrender. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. James Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

William Murray, of Broughton-lane, Manchester, in the county of Lancaster, also carrying on business at Delamere Forest, in the county of Chester, Dealer in Horses, 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 18th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 14th day of December next, at the said Court, at Manchester, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. Samuel Simpson, of Manchester, is the Solicitor acting in the bankruptcy.

Thomas Davock, of Manchester, in the county of Lancaster, Army Contractor and Commission Agent, 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 28th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 5th day of December next, at the said Court, at Manchester, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. W. W. Stead, of Manchester, is the Solicitor acting in the bankruptcy.

Thomas Williams, of the city of Manchester, Boiler Maker, 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 22nd day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 15th 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. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. Daniel Boote, of Manchester, is the Solicitor acting in the bankruptcy.

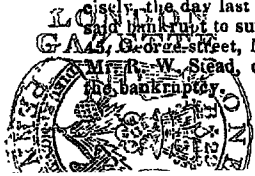
John Lowcock, of Waterside, Colne, in the county of Lancaster, Cotton Manufacturer, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 21st day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 2nd 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. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. John Richardson, of Manchester, is the Solicitor acting in the bankruptcy.

Edward Jones, of Wheelock, in the parish of Sandbach, in the county of Chester, Millwright, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Congleton and Sandbach, on the 2nd of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Townhall, Sandbach, on the 28th day of November instant, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. John Latham, Esq., of Congleton, is the Official Assignee, and Messrs. Welch and Burdett, of Sandbach and Crewe, are the Solicitors acting in the bankruptcy.

Septimus Austen, of Brenchley, in the county of Kent, Beershop Keeper, Fruit Dealer, and Carpenter, and using a piece of ground at Brenchley aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Tonbridge Wells, on the 31st day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Tonbridge Wells, on the 16th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Sydney Alleyne, Esq., of Tonbridge Wells, is the Official Assignee, and Charles Morgan, Esq., of Maidstone, is the Solicitor acting in the bankruptcy.

Alfred John Severne, now and for two months last past living at Charles-street, in the city of Worcester, in lodgings, and previously of the Shambles, in the parish of Saint Swithin, in the said city of Worcester, Fish Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Worcester, on the 21st day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Guildhall, Worcester, on the 7th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Hill, of Worcester, is the Official Assignee, and Mr. William Corles, of Worcester, is the Solicitor acting in the bankruptcy.

Philip Dance, now and for two months last past residing at Tallow-hill, in the parish of Saint Martin, in the city of Worcester, in lodgings, previously at the Horn and Trumpet, in Charles-street, in the parish of the Blackhouse, in the said city of Worcester, Joiner and Publican, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Worcester, on the 22nd day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Guildhall, Worcester, on the 7th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Hill, of Worcester, is the Official Assignee, and Mr. William Corles, of Worcester, is the Solicitor acting in the bankruptcy.



Joseph Allen, of the Wheat Sheaf Inn, London-road, in the parish of St Peter the Great, in the city of Worcester, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Worcester, on the 18th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Guildhall, Worcester, on the 7th day of December next, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Hill, of Worcester, is the Official Assignee, and Mr. Robert Tomkins Rea, of Worcester, is the Solicitor acting in the bankruptcy.

Charles Ashton, of Heywood, in the county of Lancaster, Waste Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Bury, on the 20th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Townhall, Bury, on the 14th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Grundy, of Bury, is the Official Assignee, and Messrs. P. and J. Watson, of Bury, are the Solicitors acting in the bankruptcy.

John Bateman, of Winding-road, and residing in lodgings at No. 26, Saint James'-road, in Halifax, in the county of York, Boot and Shoe Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Halifax, on the 24th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Halifax, on the 16th day of December next, 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 are the Official Assignees, and Mr. J. B. Holroyde, of Halifax, is the Solicitor acting in the bankruptcy.

Edwin John Alfred Wigley, of No. 44, Swan-street, Landport, Portsea, Hants, Builder and Bricklayer, part of the time also a Greengrocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Portsmouth, on the 18th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Saint Thomas-street, Portsmouth, on the 23rd day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Howard, of Portsmouth, is the Official Assignee, and Mr. J. H. Paffard, of Portsea, is the Solicitor acting in the bankruptcy.

Robert John Symonds, of Southtown, otherwise Little Yarmouth, in the county of Suffolk, Boat Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 7th day of October, 1864, and the adjudication being directed to be prosecuted in the County Court of Norfolk, holden at Great Yarmouth, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Tollhouse-hall, Great Yarmouth, on the 2nd day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannon, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. Frederick Thomas Dubois, of No. 3, Church-passage, Gresham-street, London, is the Solicitor acting in the bankruptcy.

John James Mackie, of Great Yarmouth, in the county of Norfolk, Photographic Artist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Norfolk, holden at Great Yarmouth, on the 29th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Tollhouse-hall, Great Yarmouth, on the 2nd day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Charles Henry Chamberlin, of Great Yarmouth, is the Official Assignee, and Mr. Charles Diver, of Great Yarmouth, is the Solicitor acting in the bankruptcy.

Lionel Green Smith, of Needingworth, in the county of Huntingdon, Carpenter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Huntingdonshire, holden at Huntingdon, on the 19th day of October, 1864, a public sitting, for the

said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Shirehall, in Huntingdon, on the 21st day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Charles Margetts, of Huntingdon, is the Official Assignee, and Mr. Frederic Robert Coote, of St. Ives, is the Solicitor acting in the bankruptcy.

John Brookes, of No. 111, Oldham-road, Rochdale, in the county of Lancaster, Clogger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Rochdale, on the 27th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Public Hall, Baillie-street, in Rochdale, on the 14th day of December next, 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 Mr. Thomas William Whitehead, of Rochdale, is the Solicitor acting in the bankruptcy.

Richard Farr, of No. 24, Back Drake-street, Rochdale, in the county of Lancaster, Groom, previously of Facit, near Rochdale aforesaid, Groom, and formerly of Bluntingsham, in the county of Huntingdon, carrying on business as a Grocer and Horse Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Rochdale, on the 31st day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Public Hall, Baillie-street, in Rochdale, on the 14th day of December next, at twelve of the 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 Mr. Thomas William Whitehead, of Rochdale, is the Solicitor acting in the bankruptcy.

William Smith, of Winlaton, in the county of Durham, Painter, now a Prisoner for Debt in the Gaol of Durham, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Durham, holden at Durham, on the 24th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Durham, on the 12th day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. William Henry Bramwell, of Durham, is the Official Assignee, and Mr. Henry Dixon, of Sunderland, is the Solicitor acting in the bankruptcy.

Richard Crick, of Sunderland, in the county of Durham, Teacher of Navigation, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Durham, holden at Durham, on the 24th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Durham, on the 12th day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. William Henry Bramwell, of Durham, is the Official Assignee, and Mr. Henry Dixon, of Sunderland, is the Solicitor acting in the bankruptcy.

Charles Curtis Morse (sued as Charles Cursey Morse), late of the Red Lion Spirit Vaults, Trafalgar-street, Liverpool, in the county of Lancaster, Licensed Victualler, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, in the said county, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Manchester District attending at the said Prison, on the 17th day of October, 1864, and the adjudication being directed to be prosecuted in the County Court of Lancashire, holden at Liverpool, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held on the 2nd day of December next, at the said last-mentioned Court, at No. 80, Lime-street, Liverpool, at a quarter-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry Hime, of Lime-street, Liverpool, is the Official Assignee, and Mr. John George Holden, of Liverpool, is the Solicitor acting in the bankruptcy.

Aaron Albert Anderson, late of No. 2, Tyrer-street, Liverpool, in the county of Lancaster, Cabinet Maker, and late a Prisoner for Debt in the Liverpool Borough Gaol, at Walton, in the said county, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Liverpool District, attending at the said Gaol, on the 13th day

of July, 1864, and the adjudication being directed to be prosecuted at the County Court of Lancashire, holden at Liverpool, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held on the 2nd day of December next, at the said last-mentioned Court, at No. 80, Lime-street, Liverpool, at a quarter-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry Hime, of Lime-street, Liverpool, is the Official Assignee.

George Cole, of No. 141, Roscommon-street, Liverpool, in the county of Lancaster, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, on the 11th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held on the 2nd day of December next, at the said Court, at No. 80, Lime-street, Liverpool, at a quarter-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry Hime, of Lime-street, Liverpool, is the Official Assignee, and Mr. Lewis Henry, of No. 3, Clayton-square, Liverpool, is the Solicitor acting in the bankruptcy.

Thomas Harding and William Fletcher, of No. 33, Netherfield-road South, Everton, near Liverpool, in the county of Lancaster, and previously of Hebbert-street, Everton aforesaid, out of business, recently being inmates of Walton Gaol, near Liverpool aforesaid, and formerly of Nos. 42 and 80, London-road, Liverpool aforesaid, trading in copartnership as Tailors and Drapers, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, on the 6th day of October, 1864, a public sitting, for the said bankrupts to pass their Last Examination, and make application for their Discharge, will be held on the 2nd day of December next, at the said Court, at No. 80, Lime-street, Liverpool, at a quarter-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry Hime, of Lime-street, Liverpool, is the Official Assignee, and Mr. Lewis Henry, of No. 3, Clayton-square, Liverpool, is the Solicitor acting in the bankruptcy.

Thomas Owens, of No. 73, Paddington, Liverpool, in the county of Lancaster, Boot and Shoe Maker, and formerly of No. 26, Rupert-street, Liverpool aforesaid, Boot and Shoe Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, on the 14th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held on the 2nd day of December next, at the said Court, at No. 80, Lime-street, Liverpool, at a quarter-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, is the Official Assignee, and Mr. Maurice Nordon, of No. 14, Clayton-square, Liverpool, is the Solicitor acting in the bankruptcy.

George Cutler, formerly of No. 12, Summer-seat, Lime-kiln-lane, Liverpool, in the county of Lancaster, Licensed Victualler, now of No. 19, Lewis-street, Scotland-road, Liverpool aforesaid, Bookkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy filed in the County Court of Lancashire, holden at Liverpool, on the 19th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held on the 2nd day of December next, at the said Court, at No. 80, Lime-street, Liverpool, at a quarter-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry Hime, of Lime-street, Liverpool, is the Official Assignee, and Mr. John Parsons Harris, of No. 5, Clayton-square, Liverpool, is the Solicitor acting in the bankruptcy.

William Ross, of Parliament-street, Harrogate, in the county of York, Greengrocer and Fishmonger, previously of Compton-street, Clerkenwell, London, in the county of Middlesex, Innkeeper, formerly of Carnaby-street, London aforesaid, Innkeeper, theretofore of Knaresborough, in the county of York, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Knaresborough, on the 26th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Knaresborough, on the 8th day of December next, at half-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Matthew Gill, of Knaresborough, is the Official Assignee, and Mr. H. B. Harle, of Leeds, is the Solicitor acting in the bankruptcy.

Tracy Goode, of Broad-street, Weobley, in the county of Hereford, Tailor and Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Herefordshire, holden at Leominster, on the 26th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Uvedale Corbett, Esq., the Judge of the said Court, on the 22nd day of December next, at the Townhall, Leominster, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Mr. Thomas William Garrold, of Hereford, is the Solicitor acting in the bankruptcy.

John William Salter, of Great Torrington, in the county of Devon, Professor of Music, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Devonshire, holden at Torrington, on the 27th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge will be held at the said Court, at Torrington, on the 5th day of December next, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Evan Price, Esq., is the Official Assignee, and Lewis Tapley, Esq., is the Solicitor acting in the bankruptcy.

John Cooper, of Ludworth Houses, in Ludworth, in the county of Derby, Boot and Shoe Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Hyde, on the 27th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the County Court-house, in Hyde, on the 30th day of November instant, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. John Brooks, Esq., of Hyde, is the Official Assignee, and Messrs. John and Joseph Hibbert, of Hyde, are the Solicitors acting in the bankruptcy.

Josiah Denman, of Broadbottom, near Mottram, in the county of Chester, out of business, previously of the Griffin Inn, Broadbottom aforesaid, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Hyde, on the 31st day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the County Court-house, in Hyde aforesaid, on the 14th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. John Brooks, Esq., of Hyde, is the Official Assignee, and Mr. James Gardner, of No. 45, Cross-street, Manchester, is the Solicitor acting in the bankruptcy.

Levy Roberts, formerly of No. 46, New George-street, Sheffield, in the county of York, Beerhouse Keeper, but now of No. 9, Newcastle-street, in Sheffield aforesaid, Table Blade Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Sheffield, on the 27th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Sheffield, on the 7th day of December next, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Wake and Thomas William Rodgers are the Official Assignees, and Mr. Micklethwaite, of Sheffield, is the Solicitor acting in the bankruptcy.

Horatio Newton of Infirmary-road, Sheffield, in the county of York, Chemist and Druggist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Sheffield, on the 29th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Sheffield, on the 7th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Wake and Thomas William Rodgers are the Official Assignees, and Mr. W. B. Fernell, of Sheffield, is the Solicitor acting in the bankruptcy.

Thomas Jones, now of the Crown Inn, in the parish of Talley, in the county of Carmarthen, out of business, and lately of Penlanfach, in the same parish, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Carmarthen-shire, holden at Llandilofawr, on the 2nd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge,

will be held at the said Court, at the Shirehall, Llandilofawr, on the 12th day of December next, at half-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Nathaniel Davies, of Llandilo, is the Official Assignee, and Mr. David Long Price, of Talley, is the Solicitor acting in the bankruptcy.

William Russell, of Newport Pagnell, in the county of Buckingham, Blacksmith, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Buckinghamshire, holden at Newport Pagnell, on the 13th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Newport Pagnell, on the 9th day of December next, at half-past twelve o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. John Parrott, Esq., of Stoney Stratford, Bucks, is the Official Assignee, and John Becke, Esq., of Northampton, is the Solicitor acting in the bankruptcy.

Archibald Little, of Wigton, in the county of Cumberland, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cumberland, holden at Wigton, on the 31st day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Courthouse, Wigton, on the 14th day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Mr. Joseph Carriek, of Wigton, is the Solicitor acting in the bankruptcy.

John Coles, of Newport Pagnell, in the county of Buckingham, Dealer in Hay and Straw, having been adjudged a bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Buckinghamshire, holden at Newport Pagnell, on the 4th day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Newport Pagnell, on the 9th day of December next, at half-past twelve o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. John Parrott, Esq., of Stoney Stratford, Bucks, is the Official Assignee, and Robert White, Esq., of Northampton, is the Solicitor acting in the bankruptcy.

Samuel Marriott, late of Stroud, in the county of Gloucester, Draper's Assistant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Gloucestershire, holden at Stroud, on the 24th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Stroud, on the 14th of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Robert Alexander Anderson, of Leicester, is the Official Assignee.

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.

JAMES RIGG BROUGHAM, Esq., a Registrar of the Court of Bankruptcy, London, authorized to act under a Petition for adjudication of Bankruptcy, filed on the 19th day of October, 1864, by Oscar Rewman, late of No. 5, Guildhall-chambers, in the city of London, and now of No. 3, Almond-villas, Wilshire-road, Angell-town, Brixton, in the county of Surrey, Commission Agent, will sit on the 29th day of November instant, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to receive proofs of debts of two creditors (Messrs Hutchinson and Son and Messrs. Borthwick and Co.), who have not already proved.

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 James Rigg Brougham, Esq., Registrar:

William Hempelman, of No. 4, High-street, Poplar, in the county of Middlesex, Shipwright and Ship and Anchor Smith, trading under the style or firm of W. Hempelman and Co., adjudicated bankrupt on the 24th day of January, 1863. A Dividend Meeting will be held on the 30th day of November instant, at one o'clock in the afternoon precisely.

At the Court of Bankruptcy for the Exeter District, in Queen-street, Exeter, before John Daniel King, Esq., the Registrar:

Edward Restarick, of Bridport, in the county of Dorset, Leather Seller, adjudicated bankrupt on the 20th day of November, 1863. A Dividend Meeting will be held on the 9th day of December next, at one o'clock in the afternoon precisely.

At the Court of Bankruptcy for the Liverpool District, at Liverpool, before a Registrar:

Mason Johnston Mathewz, of Pembroke-place, Liverpool, in the county of Lancaster, Harmonium Manufacturer, adjudicated bankrupt on the 12th day of February, 1864. A Dividend Meeting will be held on the 30th day of November instant, at eleven o'clock in the forenoon precisely.

At the County Court of Somersetshire, holden at the County Court Office, at Wells, before Edwin Lovell, Esq., the Registrar:

George Sherlock, of Sadler-street, in Wells aforesaid, Agent for the Retailing of Beer and other Liquors, adjudicated bankrupt on the 11th day of March, 1864. A Dividend Meeting will be held on the 26th day of November instant, at twelve o'clock at noon precisely.

At the County Court of Devonshire, holden at Exeter, before a Registrar:

John Mellnes, of No. 1, Lower North-street, in the county of the city of Exeter, Baker and General Shopkeeper, adjudicated bankrupt on the 25th day of September, 1862. A Dividend Meeting will be held on the 14th day of December next, at eleven o'clock in the forenoon precisely.

John Ayshford, of Old Crabtree, Broadclis, in the county of Devon, Wheelwright, adjudicated bankrupt on the 29th day of July, 1864. A Dividend Meeting will be held on the 14th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Montgomeryshire, holden at Llanfyllin, before the Registrar:

Griffith Ellis, of Llanfyllin, in the county of Montgomery, Carpenter and Joiner, adjudicated bankrupt on the 10th day of March, 1864. A Dividend Meeting will be held on the 29th day of November instant, at twelve o'clock at noon precisely.

Richard Watkin, of Henstent, in the parish of Llangynog, in the county of Montgomery, Farmer, adjudicated bankrupt on the 26th day of April, 1862. A Dividend Meeting will be held on the 29th day of November instant, at twelve o'clock at noon precisely.

John Jones, of Green-square, in the parish of Llanfyllin, in the county of Montgomery, Coal Merchant, trading and carrying on business with one Henry Asterley, under the name or style of the Llanfyllin and Llanrhadr Coal Company, Mining Agent, Stone Engraver, and Grocer, adjudicated bankrupt on the 4th day of February, 1864. A Dividend Meeting will be held on the 29th day of November instant, at twelve o'clock at noon precisely.

Thomas Davies, of Llansaintfrid yn Mechan, in the county of Montgomery, Coal and Lime Dealer, Haulier and Carter, adjudicated bankrupt on the 24th day of May, 1864. A Dividend Meeting will be held on the 29th day of November instant, at twelve o'clock at noon precisely.

At the County Court of Lincolnshire, holden at Stamford, before the Registrar:

Mary Peach, of Wansford, in the county of Northampton, Licensed Victualler, adjudicated bankrupt on the 6th day of August, 1864. A Dividend Meeting will be held on the 2nd day of November instant, at twelve o'clock at noon precisely.

At the County Court of Norfolk, holden at East Dereham, before the Registrar:

Miles Felby, of Lynnh, in the county of Norfolk, Shoemaker, and Dealer in Ready-made Boots and Shoes and Leather, Grocer, General-shop Keeper, and Dealer in Flour and Provisions, adjudicated bankrupt on the 20th day of July, 1864. A Dividend Meeting will be held on the 12th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Norfolk, holden at Norwich, before Thomas H. Palmer, Esq., the Registrar:

Samuel Chapman, of Upper St. Giles-street, in the city of Norwich, Butcher, adjudicated bankrupt on the 8th day of March, 1864. A Dividend Meeting will be held on the 30th day of November next, at twelve o'clock at noon precisely.

Robert Woods the younger, of Ber-street, in the city of Norwich, Grocer, adjudicated bankrupt on the 20th day of October, 1862. A Dividend Meeting will be held on the 30th day of November instant, at twelve o'clock at noon precisely.

Edward Ames, of St. Stephen's-street, in the city of Norwich, Hatter and Milliner, adjudicated bankrupt on the 2nd day of June, 1864. A Dividend Meeting will be held on the 30th day of November instant, at twelve o'clock at noon 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.

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:

Volks Salmon and Abraham Wallach, both of No. 205, Hackney-road, in the county of Middlesex, Boot and Shoe Manufacturers and Copartners, trading as Salmon and Wallach, adjudicated bankrupts on the 8th day of July, 1864. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 17th day of October, 1864.

John Edwards, of No. 15, Saint Swithin's-lane, in the city of London, Solicitor, adjudicated bankrupt on the 4th day of April, 1864. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 11th day of November, 1864.

John Morgan, of the Half-Moon Inn, Llandoverly, in the county of Carmarthen, Innkeeper and Horse Dealer, adjudicated bankrupt on the 24th day of September, 1864. An Order of Discharge was granted by the Court of Bankruptcy for the Bristol District, at Bristol, on the 14th day of November, 1864.

John Chapman, of No. 1, Cambray, Cheltenham, in the county of Gloucester, Ironmonger, Gasfitter, and Engineer, adjudicated bankrupt on the 11th day of June, 1864. An

Order of Discharge was granted by the Court of Bankruptcy for the Bristol District, at Bristol, on the 14th day of November, 1864.

James Pedler, of Green-street, Neath, in the county of Glamorgan, Boot and Shoe Maker, adjudicated bankrupt on the 16th day of September, 1864. An Order of Discharge was granted by the Court of Bankruptcy for the Bristol District, at Bristol, on the 14th day of November, 1864.

John Richards, late of Portmadoc, in the county of Carnarvon, Master Mariner, and now of Cardiff, in the county of Glamorgan, Ship Owner and Ship Broker, trading in copartnership with John Richard Jones, as J. R. Jones and Richards, adjudicated bankrupt on the 26th day of September, 1864. An Order of Discharge was granted by the Court of Bankruptcy for the Bristol District, at Bristol, on the 14th day of November, 1864.

Thomas Howard, of Leeds-road, in Bradford, in the county of York, Chemist and Druggist, and now or late a Prisoner for Debt in York Castle, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at York, on the 9th day of June, 1864, and the adjudication being directed to be prosecuted at the County Court of Yorkshire, holden at Bradford, adjudicated bankrupt on the 11th day of June, 1864. An Order of Discharge was granted by the County Court of Yorkshire, holden at Bradford, on the 15th day of November, 1864.

William Wilson, of Bolton-road, Bradford, in the county of York, in lodgings, Blacksmith and Wheelwright, adjudicated bankrupt on the 3rd day of May, 1864. An Order of Discharge was granted by the County Court of Yorkshire, holden at Bradford, on the 15th day of November, 1864.

Joseph Wilkinson, of Street Gap Farm, in Allerton, in the parish of Bradford, in the county of York (in lodgings), Journeyman Cabinet Maker, and late residing at No. 1, Halffield-street, in Bradford aforesaid, and carrying on business at No. 3, Market-street, in Bradford aforesaid, as a Cabinet Maker and Upholsterer, under the style or firm of Joseph Wilkinson and Co., adjudicated bankrupt on the 15th day of July, 1864. An Order of Discharge was granted by the County Court of Yorkshire, holden at Bradford, on the 15th day of November, 1864.

Jonathan Hall, of Knowl Farm, Clayton Heights, in Clayton, in the parish of Bradford, in the county of York, Farmer, Cart Owner, and Stone Leader, and late of Daisey-hill, in Manningham, in the parish of Bradford aforesaid, Cart Owner and Stone Leader, adjudicated bankrupt on the 24th day of September, 1864. An Order of Discharge was granted by the County Court of Yorkshire, holden at Bradford, on the 15th day of November, 1864.

William Mitchell, of No. 38, Northgate, in Halifax, in the county of York, Bookseller and Stationer, adjudicated bankrupt on the 5th day of October, 1864. An Order of Discharge was granted, by the County Court of Yorkshire, holden at Halifax, on the 11th day of November, 1864.

Thomas Woodward, formerly of Yoxall, in the county of Stafford, Butcher, afterwards of Burton-upon-Trent, in the same county, Butcher, then of the same place, Commission Agent, afterwards of Barton-under-Needwood, in the same county, Butcher and Commission Agent, and now of the same place, out of business, adjudicated bankrupt on the 26th day of September, 1864. An Order of Discharge was granted by the County Court of Staffordshire, holden at Burton-on-Trent, on the 14th day of November, 1864.

Robert Grocock, of Falkingham, in the county of Lincoln, Tailor, Hatter, Hair Dresser, and Lodging-house Keeper, adjudicated bankrupt on the 22nd day of August, 1864. An Order of Discharge was granted by the County Court of Lincolnshire, holden at Bourn, on the 15th day of November, 1864.

Edward Strelley Porter, of Spittlegate, in the county of Lincoln, Baker and Grocer, adjudicated bankrupt on the 21st day of September, 1864. An Order of Discharge was granted by the County Court of Lincolnshire, holden at Grantham, on the 7th day of November, 1864.

John McIsaac, late of the Beehive Public-house, No. 89, West-street, in the parish of Gravesend, in the county of Kent, Licensed Victualler, and Sailors' Boarding-house Keeper and Slop Seller, adjudicated bankrupt on the 4th day of July, 1864. An Order of Discharge was granted by the County Court of Kent, holden at Gravesend, on the 11th day of November, 1864.

Michael Bell, of Billingham Station, Billingham (under the West Hartlepool Harbour and Railway Company, Station Master), in the county of Durham, adjudicated bankrupt (in forma pauperis) on the 22nd day of August, 1864. An Order of Discharge was granted by the County Court of Durham, holden at Durham, on the 14th day of November, 1864.

James Oxley, of the city of Wells, in the county of Somerset, Greengrocer and Poulterer, adjudicated bankrupt on the 10th day of September, 1864. An Order of Discharge was granted by the County Court of Somersetshire, holden at Wells, on the 15th day of November, 1864.

Hugh Jones, of Little Marlow, in the county of Buckingham, Grocer, Baker, and General-shop Keeper, Dealer in Coals and Wood, Dealer in Tobacco and Tea and Flour, and Retail Draper, and late of Bartholomew-street, Newbury, in the county of Berks, Grocer's Assistant, adjudicated bankrupt on the 19th day of September, 1864. An Order of Discharge was granted by the County Court of Buckinghamshire, holden at High Wycombe, on the 14th day of November, 1864.

William Beckford, late of Newland, in the borough of Chipping Wycombe, in the county of Buckingham, Baker, Seller of Bread and Flour by Retail, Grocer, and Confectioner, but late a Prisoner for Debt in the Bucks County Gaol, at Aylesbury, adjudicated bankrupt on the 10th day of September, 1864. An Order of Discharge was granted by the County Court of Buckinghamshire, holden at High Wycombe, on the 14th day of November, 1864.

Robert Lane, late of the Camp Farm, in the parish of Farmington, in the county of Gloucester, Farm Bailiff, but now of Ampney Saint Mary, in the same county, out of business, adjudicated bankrupt on the 24th day of September, 1864. An Order of Discharge was granted by the County Court of Gloucestershire, holden at Northleach, on the 12th day of November, 1864.

William Denmark, late of No. 27, Frances Ann-street, Blackburn, in the county of Lancaster, Retail Dealer in Salt, previously Dealer in Fish, adjudicated bankrupt (in forma pauperis), on the 29th day of April, 1864. An Order of Discharge was granted by the County Court of Lancashire, holden at Blackburn, on the 14th day of November, 1864.

William Stourton Hanny, of Shrewsbury, in the county of Salop, Watch and Clock Maker, adjudicated bankrupt on the 9th day of July, 1864. An Order of Discharge was granted by the County Court of Shropshire, holden at Shrewsbury, on the 14th day of November, 1864.

Rees Jones, formerly of Gyfeillon, in the parish of Llanwonno, in the county of Glamorgan, Grocer and Provision Dealer, and now of the same place, Labourer, adjudicated bankrupt on the 30th day of August, 1864. An Order of Discharge was granted by the County Court of Glamorganshire, holden at Pontypridd, on the 15th day of November, 1864.

Thomas Habin, of Tarrant Arundel, Boot and Shoe Maker, adjudicated bankrupt on the 20th day of September, 1864. An Order of Discharge was granted by the County Court of Sussex, holden at Arundel, on the 12th day of November, 1864.

George Blunden, of High-street, Arundel, Auctioneer, Surveyor, Land and Estate Agent, adjudicated bankrupt on the 26th day of May, 1864. An Order of Discharge was granted by the County Court of Sussex, holden at Arundel, on the 12th day of November, 1864.

William Hodgson Wrigglesworth, of Knaresborough, in the county of York, Ironmonger, previously of Ripley, in the said county, Commission Agent, adjudicated bankrupt on the 29th day of August, 1864. An Order of Discharge was granted by the County Court of Yorkshire, holden at Knaresborough, on the 10th day of November, 1864.

William Halliday, of Skipton, in the West Riding of the county of York, Draper, Tea Dealer, and Licensed Hawker, adjudicated bankrupt on the 20th day of August, 1864. An Order of Discharge was granted by the County Court of Yorkshire, holden at Skipton, on the 24th day of October, 1864.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 17th day of June, 1864, in Her Majesty's Court of Bankruptcy for the Leeds District, against William Fallan, of Tadcaster, in the county of York, out of business, previously carrying on business at the same place, as a Steam Thrashing Machine Proprietor, did, on the 10th of November, 1864, 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 10th day of November, 1864.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 21st day of April, 1864, in Her Majesty's Court of Bankruptcy for the Leeds District, against John Townsend, of Shelf, near Halifax, in the county of York, Worsted Spinner and Grocer, did, on the 10th day of November, 1864, 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 twelve calendar months from the said 10th day of November, 1864.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 26th day of April, 1864, in Her Majesty's Court of Bankruptcy for the Leeds District, against Humphrey Pearson, of Golcar, near Huddersfield, in the county of York, Cloth Manufacturer, did, on the 10th day of November, 1864, 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 June, 1864, in Her Majesty's Court of Bankruptcy for the Leeds District, against William Senior the elder, of Thorpe Willoughby, near Selby, in the county of York, Tailor and Farmer, did, on the 10th day of November, 1864, 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 22nd day of June, 1864, in Her Majesty's Court of Bankruptcy for the Leeds District, against Benjamin Cole, of Bradford, in the county of York, Commission Agent and Top Dealer, did, on the 10th day of November, 1864, 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 15th day of June, 1864, in Her Majesty's Court of Bankruptcy for the Leeds District, against John Hanson the younger, of Leeds, in the county of York, Wholesale Shoe Manufacturer, did, on the 10th day of November, 1864, 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.

NOTICE is hereby given, that Henry James Perry, Esq., the Commissioner of Her Majesty's Court of Bankruptcy for the Liverpool District, did, on the 31st day of October, 1864, grant an Order of Discharge to Pieter Borsboom Van der Vlies, of No. 29, Mersy-street, Liverpool, in the county of Lancaster, Licensed Victualler, who was adjudged bankrupt under a Petition for adjudication, filed by him in the said Court, on the 12th day of September, 1864; and that such Order of Discharge will be drawn up and delivered to the said Pieter Borsboom Van der Vlies, unless an appeal be duly entered within thirty days from the said 31st day of October, 1864.

EDWARD GOULBURN, Serjeant-at-Law, one of the Commissioners of Her Majesty's Court of Bankruptcy, authorised to act under a Petition for adjudication of Bankruptcy, filed on the 5th day of February, 1855, against Peter Stainsby, of Salvadore House, Bishopsgate-street, in the city of London, and of Pontesford, near Shrewsbury, in the county of Salop, and of Parson's-green, in the county of Middlesex, Spelter Manufacturer, will sit on the 14th day of December next, at eleven in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD GOULBURN, Serjeant-at-Law, one of the Commissioners of Her Majesty's Court of Bankruptcy, authorised to act under a Petition for adjudication of Bankruptcy, filed on the 5th day of February, 1855, against Peter Stainsby, of Salvadore House, Bishopsgate-street, in the city of London, and of Pontesford, near Shrewsbury, in the county of Salop, and of Parson's-green, in the county of Middlesex, Spelter Manufacturer, will sit on the 1st day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

NOTICE is hereby given, that the Court authorised to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 27th day of September, 1852, and now in prosecution against Theodore Roe, of No. 11, Suffolk-place, Lower-road, Islington, in the county of Middlesex, Upholsterer and Furniture Dealer, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Goulburn, Serjeant-at-Law, one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 14th of December next, at one in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, London, for the allowance of the Certificate of the bankrupt's conformity to the laws in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shown to the contrary, or such other order will be made therein as the justice of the case may require.

ORDER by the Lords of Council and Session, in pursuance of the Bankruptcy Statute.

Edinburgh, 12th November, 1864.

THE Lords of Council and Session, having received the seventh annual report of the Accountant in Bankruptcy in Scotland, which, as required by the Statute, shows, as at the close of October, 1863, the state of each sequestration in Scotland returned to the Accountant in pursuance of the Statute, do hereby direct that the said report shall be published by being made patent to all concerned, at the office of the Accountant, New Register House, Edinburgh, for one year from this date, and shall, after expiry of that period, be transmitted to the Deputy Keeper of the Records; and the Lords direct this order to be published by the Accountant in the Edinburgh and London Gazettes, and in one of the advertising newspapers of Edinburgh, London, and Dublin; and the Lords direct this order to be engrossed in the books of Sederunt.

Signed 15th November, 1864.

(Signed) *Dun. McNeill, I.P.D.*

Published in obedience to the above direction by

George A. Esson,

Accountant in Bankruptcy in Scotland.

New Register House,
Edinburgh, 16th November, 1864.

THE estates of Wilson and Gray, Grocers, Main-street, Anderson, Glasgow, and John Wilson and Alexander Gray, the Individual Partners of said firm, as Partners thereof, and as Individuals, were sequestrated on the 15th

day of November, 1864, by the Sheriff of the county of Lanark.

The first deliverance is dated the 15th day of November, 1864.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Friday, the 25th day of November, 1864, within the Hall of the Faculty of Procurators, St. George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 15th day of March, 1865.

A Warrant of Protection has been granted in favour of the Bankrupts.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

J. W. ROSS,

109, West George-street, Glasgow, Agent.

THE estates of John Gray, Corn and Meal Dealer, and Keeper of Temperance Hotel, Deveron-street, Huntly, were sequestrated by the Sheriff of the county of Aberdeen, on the 11th day of November, 1864.

The first deliverance is dated the 1st day of November, 1864.

The meeting to elect a Trustee and Commissioners is to be held at eleven o'clock, forenoon, on Tuesday, the 22nd day of November, 1864, within the Sheriff-Court-room in Huntly.

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 11th day of March, 1865.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JAMES & GEORGE COLLIE,

Advocates, Castle-street, Aberdeen, Agents.

THE estates of Mathew Wilson, Teacher and Publisher, in Glasgow, now deceased, were sequestrated on the 14th day of November, 1864, by the Sheriff of Lanarkshire.

The first deliverance is dated the 14th November, 1864.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Wednesday, the 23rd day of November, 1864, within the Faculty-hall, Saint George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 14th day of March, 1865.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

GEO. SMITH, Writer,

99, St. Vincent-street, Glasgow, Agent.

THE estates of Thomas Boag, Ironmonger, Smith, Bell-hanger, and Grate Manufacturer, in Greenock, were sequestrated on the 15th day of November, 1864, by the Sheriff of Renfrewshire.

The first deliverance is dated 15th November, 1864.

The meeting to elect the Trustee and Commissioners, is to be held at twelve o'clock, noon, on Friday, the 25th day of November, 1864, within Buchanan's Temperance Hotel, Cathcart-square, Greenock.

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 15th day of March, 1865.

A Warrant of Protection against Arrest or Imprisonment for Civil Debt has been granted to the Bankrupt till the meeting for election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ROBERT WRIGHT, Writer, Greenock,
Agent.

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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Friday, November 18, 1864.

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