



The London Gazette.

Published by Authority.

TUESDAY, NOVEMBER 22, 1864.

BY virtue of an Act, passed in the twenty-fourth year of the reign of His Majesty King George the Third, intituled "An Act to repeal so much of two Acts made in the tenth and fifteenth years of the reign of His present Majesty, as authorizes the Speaker of the House of Commons to issue his warrant to the Clerk of the Crown for making out writs for the election of Members to serve in Parliament, in the manner therein mentioned, and for substituting other provisions for the like purposes;" and of an Act passed in the twenty-sixth year of the reign of Her present Majesty, intituled "An Act to further limit and define the time for proceeding to Election during the Recess:"

I do hereby give notice, that it hath been certified to me in writing, under the hands of two Members serving in this present Parliament, that Frederick William John Hervey (commonly called Earl Jermyn), late a Member serving in this present Parliament for the Western Division of the county of Suffolk, is become a Peer of the United Kingdom, and that a writ of summons hath been issued to him, under the Great Seal of the United Kingdom, to summon him to Parliament; and that I shall issue my warrant to the Clerk of the Crown to make out a new writ for the electing of a Member to serve in this present Parliament for the said county, at the end of six days after the insertion of this notice in the London Gazette.

Given under my hand this 19th day of November, 1864.

JOHN EVELYN DENISON, Speaker.

Admiralty, November 21, 1864.

With reference to the Despatch of Vice-Admiral Sir Augustus L. Kuper, K.C.B., relative to the operations in the Straits of Simono Seki, published in the London Gazette of the 18th instant, the name of one of the Midshipmen of the "Euryalus," who acted as Aide-de-Camp to Captain Alexander, R.N., Commanding the Naval Brigade, is John Arthur Home, and not E. P. Hume.

Whitehall, November 5, 1864.

The Queen has been pleased to grant unto Croslegh Dampier, of Esk Head, in the province

of Canterbury, in the colony of New Zealand, Gentleman, eldest son of Christopher Edward Dampier, of North Port, Salt Water Creek, in the said colony, Esquire, by Matilda, his Wife, only surviving daughter of John Crossley, of Scatcliffe, in the parish of Rochdale, in the county palatine of Lancaster, Esquire, deceased, and sister and heir of John Crossley, of Scatcliffe aforesaid, Esquire, also deceased, Her Royal licence and authority that he may, in compliance with a clause contained in the last will and testament of his maternal uncle, the said John Crossley, Esquire, deceased, take and henceforth use the surname of Crossley, in addition to and after that of Dampier, and bear the arms of Crossley quarterly with his own family arms; such arms being first duly exemplified according to the laws of arms, and recorded in the College of Arms, otherwise Her Majesty's Royal licence and permission to be void and of none effect:

And to command that the said Royal concession and declaration be registered in Her Majesty's said College of Arms;

*Board of Trade, Whitehall,
November 22, 1864.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade give notice hereby, that the Spanish Government has issued a Royal Order, fixing as follows the import duties on the undermentioned articles:—

	Spanish Flag.		Foreign Flag.	
	R.	C.	R.	C.
Muriatic Acid ...	7	00	8	40
Nitric Acid ...	40	00	48	00
Sulphuric Acid (common)	16	00	19	20
Protosulphate of Iron ...	9	00	10	80
Muriate of Potash ...	9	90	11	90
Nitrate of Soda ...	8	00	9	60
Salts of Tin ...	108	25	129	90

*War Office, Pall Mall,
22nd November, 1864.*

3rd Regiment of Dragoon Guards, Assistant-Surgeon David Cullen, M.D., from 17th Lancers, to be Assistant-Surgeon, vice Lithgow, who exchanges. Dated 22nd November, 1864.

- 7th Hussars**, Captain and Brevet-Major Thomas Heathcote Stisted to be Major, by purchase, vice David Philip Brown, who retires. Dated 22nd November, 1864.
- Lieutenant Edward Metcalfe to be Captain, by purchase, vice Brevet-Major Stisted. Dated 22nd November, 1864.
- Cornet John Lombard Hunt to be Lieutenant, by purchase, vice Metcalfe. Dated 22nd November, 1864.
- Ensign William Bedingfeld, from the 42nd Foot, to be Cornet, vice Hunt. Dated 22nd November, 1864.
- 17th Lancers**, Assistant-Surgeon Stewart Aaron Lithgow, from 3rd Dragoon Guards, to be Assistant-Surgeon, vice David Cullen, M.D., who exchanges. Dated 22nd November, 1864.
- 19th Hussars**, Lieutenant Cecil Clarke Jervoise has been permitted to retire from the Service. Dated 22nd November, 1864.
- 20th Hussars**, Quartermaster-Serjeant Mansel Armstrong, from 3rd Dragoon Guards, to be Cornet, vice Thomas Shepherd, promoted. Dated 22nd November, 1864.
- Royal Engineers**, Lieutenant-Colonel William Elliot Morton to be Colonel, vice Alexander David Turnbull, deceased. Dated 31st August, 1864.
- Captain Joseph Henry Dyas to be Lieutenant-Colonel, vice Morton. Dated 31st August, 1864.
- Second Captain Thomas George Montgomerie to be Captain, vice Dyas. Dated 31st August, 1864.
- Lieutenant William Jeffreys to be Second Captain, vice Montgomerie. Dated 31st August, 1864.
- Gentleman Cadet George William Tisdall, from the Royal Military Academy, to be Lieutenant, with temporary rank, vice Jeffreys. Dated 22nd November, 1864.
- The first christian name of Lieutenant Boileau is *Lestock*, not *Leslock*, as stated in the Gazette of 7th January, 1862.
- Military Train**, Staff-Surgeon Ormsby Bowen Miller to be Surgeon, vice John Andrew Woolfreyes, M.D., who exchanges. Dated 22nd November, 1864.
- Scots Fusilier Guards**, Lieutenant and Captain Cecil Lennox Peel to be Captain and Lieutenant-Colonel, by purchase, vice James Ross Farquharson, who retires. Dated 22nd November, 1864.
- Ensign and Lieutenant the Honourable George Grimston Craven to be Lieutenant and Captain, by purchase, vice Peel. Dated 22nd November, 1864.
- The Honourable Paul Sanford Methuen to be Ensign and Lieutenant, by purchase, vice the Honourable George Grimston Craven. Dated 22nd November, 1864.
- 4th Regiment of Foot**, Captain Edward Roberts, from the 5th West India Regiment, to be Captain, vice Bent, who exchanges. Dated 22nd November, 1864.
- 20th Foot**, Lieutenant George Frederic Harris to be Instructor of Musketry, vice Lieutenant Charles Kyrle Chatfield, appointed Aide-de-Camp to the Governor of Hong Kong. Dated 24th July, 1864.
- 24th Foot**, Captain Henry Berkeley Good, from the 70th Foot, to be Captain, vice Couper, who exchanges. Dated 22nd November, 1864.
- 27th Foot**, Ensign Raymond Wallace Esmonde White to be Instructor of Musketry, vice William Stuckhouse Church Pimwill, promoted. Dated 26th May, 1864.
- 36th Foot**, Lieutenant Honourable Charles James Fox Powys to be Captain, by purchase, vice Henry Robert Twyford, who retires. Dated 22nd November, 1864.
- Ensign William Skerrett to be Lieutenant, by purchase, vice Honourable C. J. Fox Powys. Dated 22nd November, 1864.
- William Francis Ashton, Gent., to be Ensign, by purchase, vice Skerrett. Dated 22nd November, 1864.
- 38th Foot**, The surname of the Surgeon transferred from the Staff, on 11th instant, is *Whylock*, and not *Wylock*, as then stated.
- 42nd Foot**, Gentleman Cadet George Bentink McLeod Cumberland, from the Royal Military College, to be Ensign, by purchase, vice William Bedingfeld, transferred to the 7th Hussars. Dated 22nd November, 1864.
- 52nd Foot**, Major Arthur Lennox Peel to be Lieutenant-Colonel, without purchase, vice Brevet Colonel John Leslie Dennis, promoted to be Major-General. Dated 28th October, 1864.
- Captain and Brevet Major George Charles Synge to be Major, without purchase, vice Peel. Dated 28th October, 1864.
- Lieutenant Richard Wingfield to be Captain, without purchase, vice Brevet Major Synge. Dated 28th October, 1864.
- Ensign Robert Legh Crosse to be Lieutenant, without purchase, vice Wingfield. Dated 28th October, 1864.
- Ensign Hervey Juckes Lloyd Bruce to be Lieutenant, by purchase, vice Robert Legh Crosse, whose promotion, by purchase, on 4th November, 1864, has been cancelled. Dated 22nd November, 1864.
- 60th Foot**, Lieutenant Harry Robert Milligan to be Captain, by purchase, vice Henry Pardoe Eaton, who retires. Dated 22nd November, 1864.
- Ensign William Warren to be Lieutenant, by purchase, vice Milligan. Dated 22nd November, 1864.
- Quartermaster William Banbury, from 9th Foot, to be Paymaster, vice Paymaster, with the honorary rank of Captain, Frederick T. Patterson, placed on temporary half-pay. Dated 22nd November, 1864.
- 70th Foot**, Captain Henry Edward Couper, from 24th Foot, to be Captain, vice Good, who exchanges. Dated 22nd November, 1864.
- 5th West India Regiment**, Captain Stephen Weston Bent, from the 4th Foot, to be Captain, vice Roberts, who exchanges. Dated 22nd November, 1864.
- Royal Malta Fencible Artillery**, Lieutenant, with local and temporary rank, Saverio de Piro, to be Captain, with local and temporary rank, vice Guiseppa Sesino, retired on full-pay. Dated 11th October, 1864.

MEDICAL DEPARTMENT.

Surgeon John Andrew Woolfreyes, M.D., from the Military Train, to be Staff Surgeon, vice Ormsby Bowen Miller, who exchanges. Dated 22nd November, 1864.

BREVET.

Lieutenant-Colonel William Alexander Middleton, C.B., Royal Artillery, having completed the qualifying service, in the rank of Lieutenant-Colonel, to be Colonel, under the Royal Warrant of 14th October, 1858. Dated 7th October, 1864.

Paymaster Arthur Gore Anderson, 89th Foot, to have the honorary rank of Captain. Dated 16th August, 1864.

The undermentioned Officers, on retired full-pay, Royal Marine Light Infantry, to have the honorary rank of Major-General, under Her Majesty's Order in Council of 18th November, 1858 :—

Colonel Commandant John George Augustus Ayles. Dated 4th November, 1864.

Colonel Commandant William Friend Hopkins, C.B. Dated 4th November, 1864.

*War Office, Pall Mall,
22nd November, 1864.*

The Honourable Artillery Company of London.

Ensign John Hornby to be Lieutenant. Dated 22nd November, 1864.

Serjeant Mathew Henry Jacobs to be Ensign, vice Jacobs, resigned. Dated 22nd November, 1864.

Admiralty, 17th November, 1864.

The undermentioned Officers have this day been promoted to the rank of Master in Her Majesty's Fleet :—

Edward Byrne D'Arcy, Esq.

James Harry, Esq.

John James Covey, Esq.

Admiralty, 19th November, 1864.

The following promotion has been made :—

Mr. James Henry Ferguson to be First Class Assistant Engineer in Her Majesty's Fleet, with seniority of 18th October, 1864.

Admiralty, 21st November, 1864.

Lieutenant Charles Francis Walker has been this day promoted to the rank of Commander in Her Majesty's Fleet.

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

7th Surrey Rifle Volunteer Corps.

Major Francis Marcus Beresford to be Lieutenant-Colonel. Dated 19th November, 1864.

Frederick Charles Jones, Gent., to be Surgeon, vice William Tiffin Iliff, resigned. Dated 19th November, 1864.

19th Surrey Rifle Volunteer Corps.

Major Valentine Hicks Labrow to be Lieutenant-Colonel. Dated 21st November, 1864.

Commission signed by Her Majesty's Commissioners of Lieutenancy for the City of London.

1st London Artillery Volunteer Corps.

Major John Richard Lambert Walmisley, late Captain Honourable Artillery Company, to be Lieutenant-Colonel. Dated 16th November, 1864.

Commission signed by the Lord Lieutenant of the County Palatine of Chester, and County of the City of Chester.

35th Cheshire Rifle Volunteer Corps.

John Edward Simpson, Gent., to be Ensign, vice Payne, resigned. Dated 5th November, 1864.

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

1st Middlesex Engineer Volunteer Corps.

First Lieutenant Henry Sandham to be Captain. Dated 9th November, 1864.

16th Middlesex Rifle Volunteer Corps.

Joseph Jupp to be Ensign. Dated 12th November, 1864.

39th Middlesex Rifle Volunteer Corps.

James William Glover to be Ensign. Dated 1st November, 1864.

49th Middlesex Rifle Volunteer Corps.

Charles Robert Pegler to be Ensign. Dated 9th November, 1864.

MEMORANDUM.

Inns of Court Rifle Volunteer Corps.

By Royal license bearing date the 27th day of July, 1864, Ensign William John Potts was authorized to take and use thenceforth the surname of Chatto, in addition to and after that of Potts.

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

3rd Ross-shire Rifle Volunteer Corps.

Lieutenant Alexander George Mackenzie to be Captain, vice Mackenzie, resigned. Dated 18th November, 1864.

Ensign Henry Mackenzie Fowler to be Lieutenant, vice Mackenzie, promoted. Dated 18th November, 1864.

John Dearnally Shaw, Gent., to be Ensign, vice Fowler, promoted. Dated 18th November, 1864.

Crown Office, November 22, 1864.

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

Berkshire, Wednesday, December 21, at Reading.
Buckinghamshire, Tuesday, December 20, at Aylesbury.

Cheshire, Wednesday, December 7, at Chester.

Durham, Saturday, December 3, at Durham.

Essex, Monday, December 12, at Chelmsford.

Gloucestershire, Thursday, December 8, at Gloucester.

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

Hertfordshire, Thursday, December 8, at Hertford.

Kent, Thursday, December 15, at Maidstone.

Lancashire, Saturday, December 3, at Manchester.

Lancashire, Saturday, December 10, at Liverpool.

Leicestershire, Saturday, December 3, at the Castle of Leicester.

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

Oxfordshire, Saturday, December 17, at Oxford.

Somersetshire, Thursday, December 15, at Taunton.

Southampton, Thursday, December 1, at the Castle of Winchester.

Staffordshire, Thursday, December 1, at Stafford.

Sussex, Wednesday, December 21, at Lewes.

Warwickshire, Monday, December 5, at Warwick.

Worcestershire, Monday, December 12, at Worcester.

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

North and East Riding Division of Yorkshire, Thursday, December 8, at the Castle of York.

West Riding Division of Yorkshire, Tuesday, December 13, at Leeds.

City of York, Thursday, December 8, at the Guildhall of the City of York.

Glamorganshire, Monday, December 12, at Cardiff.

NOTICE TO MARINERS.

(No. 62.)—NOVA SCOTIA—SOUTH-EAST COAST.

Fixed Lights at Entrance to Lunenburg Harbour.

The Board of Works at Halifax has given notice, that on or about the 1st day of November, 1864, a *fixed* white light will be exhibited from a lighthouse recently erected on Battery point, at the entrance to Lunenburg or Malaguash harbour, on the south-east coast of Nova Scotia.

SOUTH-WEST COAST.

Fixed Light on Fish Island, Tusket River.

Also, that on or about the 15th day of November, 1864, two *fixed* white lights *horizontally* will be exhibited from a lighthouse recently erected on Fish Island, at the entrance to Tusket River, on the south-west coast of Nova Scotia.

BAY OF FUNDY—PETITE PASSAGE.

Flashing Light on Boars Head.

Also, that on or about the 1st day of December, 1864, a *flashing* light, showing alternately *red* and *white flashes* at intervals of *one minute*, will be exhibited from a lighthouse recently erected on the Boars Head, at the south side of the north entrance to Petite Passage, west coast of Nova Scotia, Bay of Fundy.

No other information has yet been received respecting these lights.

By command of their Lordships,

Geo. Henry Richards, Hydrographer.

Hydrographic Office, Admiralty, London,
12th November, 1864.

This Notice affects the following Admiralty Charts:—Coast of Nova Scotia, No. 343; Bay

of Fundy, No. 352; Nova Scotia, No. 2656; South-west coast, No. 2537; and North America, East coast, No. 2670.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Course Lower, in the county of Montgomery, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices; Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners, for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Tax Office, Welshpool, on Monday, the 9th day of January, 1865, at twelve at noon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax Acts for the division of Course Lower aforesaid.

H. Roberts.

James Disraeli.

Inland Revenue, Somerset House,
London, November 19, 1864.

NOTICE is hereby given, that an agreement authorised by 18 and 19 Vict., c. 63, s. 13, for the dissolution of a Friendly Society, called the United Tradesman's Benevolent Society, held at the Old Bull Inn, Blackburn, in the county of Lancaster, was transmitted to the Registrar of Friendly Societies in England, on the 18th day of November, 1864.

John Tidd Pratt, Registrar of Friendly Societies in England.

London, 18th day of November, 1864.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that—

1691. James Wilson, of Exeter, in the county of Devon, and of Walbrook, in the city of London, has given notice at the Office of the Commissioners of his intention to proceed with his application for Letters Patent for the invention of "improvements in tanning, and in the machinery or apparatus employed therein."

As set forth in his petition, recorded in the said office on the 7th day of July, 1864.

1695. And Alfred Blake, of the Castle Brewery, Newport, Monmouthshire, has given the like notice in respect of the invention of "improving water for the purposes of brewing and beer produced therefrom."

1698. And Godfrey Russell, of Albany-street, Regent's Park, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improvements in the construction of apparatus for carrying or supporting stretchers and other articles or weights from the shoulders of bearers, and in straps to be used in combination therewith for attaching or securing bodies to stretchers."

1702. And John Middleton and James Conlong, of Blackburn, in the county of Lancaster, have given the like notice in respect of the invention of "improvements in machinery or apparatus for grinding the card cylinders of carding engines."

As set forth in their respective petitions, all recorded in the said office on the 8th day of July, 1864.

1718. And Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, has given the like notice in respect of the invention of "improved apparatus for measuring the flow of liquids."—A communication to him from abroad by Jacob Schuehr, of Saint Petersburg, in the Empire of Russia.

1722. And Thomas Amies, William Barford, and Edward Pope, all of Peterborough, in the county of Northampton, have given the like notice in respect of the invention of "improvements in rollers used for rolling grass and other lands and roads."

As set forth in their respective petitions, both recorded in the said office on the 11th day of July, 1864.

1725. And Zephaniah Bridgewater Smith, of Dudley, in the county of Worcester, Manufacturer, and John Richards, of Tipton, in the county of Stafford, Smith, have given the like notice in respect of the invention of "improvements in railway chairs."

1726. And Benjamin Greenwood, Brush Manufacturer, and Isaac Underwood, Hair Dresser, both of Bradford, in the county of York, have given the like notice in respect of the invention of "improvements in hair and flesh brushes."

1727. And Stephen Carey, of East Ham, in the county of Essex, Animal Charcoal Manufacturer, has given the like notice in respect of the invention of "improvements in apparatus for calcining bones, and for reburning and revivifying animal charcoal."

1729. And Ludwig Schad, of Cassel, in the Electorate of Hesse, at present residing temporarily at Warrington, in the county of Lancaster, has given the like notice in respect of the invention of "improvements in the manufacture of pigments."

1733. And John Tomlinson, of Kimberley, in the county of Nottingham, Gentleman, and Thomas Brassington, of the town and county of the town of Nottingham, Gentleman, have given the like notice in respect of the invention of "improvements in securing envelopes, cases, covers, or wrappers."

1735. And Adolph Bösch, of No. 30, Hatton-garden, in the city of London, has given the like notice in respect of the invention of "improvements in the manufacture of window blinds."—A communication to him from abroad by Max Baumstark, a person resident at No. 2, Cavo Vettabbia, Milan.

1736. And William Barford and Edward Pope, of Peterborough, and Samuel Bradford, of Farcet, in the county of Huntingdon, have given the like notice in respect of the invention of "improvements in chaff cutting machines."

As set forth in their respective petitions, all recorded in the said office on the 12th day of July, 1864.

1739. And Joseph Francis, of Whitefriars, in the city of London, has given the like notice in respect of the invention of "improvements in machinery or apparatus for screening and cleaning grain and seeds."

1744. And Victor Pean, Gentleman, and Alphonse François Le Gros, Architect, of No. 10, Rue de la Fidélité, Paris, in the Empire of France, have given the like notice in respect of the invention of "certain improvements in coffins, and for preventing noxious emanations from dead bodies."

As set forth in their respective petitions, both recorded in the said office on the 13th day of July, 1864.

1764. And Frederick William Turner, of Linslade Works, Linslade, in the county of Bucks, Engineer, has given the like notice in respect of the invention of "improvements in implements for cultivating the soil."

1767. And John Clark, of the North London Railway Works, Bow, in the county of Middlesex, Engineer, has given the like notice in respect of the invention of "an instantaneous self acting and continuing alarm actuated by eccentric or ratchet wheels, but requiring no end-couplings, for the protection of passengers in railway trains."

As set forth in their respective petitions, both recorded in the said office on the 14th day of July, 1864.

1770. And Jones Saunders, of Greenwich, in the county of Kent, Engineer, has given the like notice in respect of the invention of "improvements in instruments for indicating the density of the water used in steam boilers."

1771. And Daniel Bond Grove, of Birmingham, in the county of Warwick, Manager, and William Carron, of Birmingham aforesaid, Machinist, have given the like notice in respect of the invention of "improvements in envelopes."

1776. And John Gill, of Edinburgh, in the county of Midlothian, North Britain, has given the like notice in respect of the invention of "improved means for facilitating reciprocating movements of heavy parts of machinery."

1778. And James Chalmers, of No. 2, Bickerton-terrace, Haverstock-hill, has given the like notice in respect of the invention of "improvements in armour for ships of war, floating batteries, and fortifications."

1779. And Thomas Wickham, of Pen-y-Pwnd House, Abergavenny, county of Monmouth, Major Unattached, in Her Majesty's Army, has given the like notice in respect of the invention of "an improved mode of calculating distances in rifle shooting and apparatus connected therewith."

As set forth in their respective petitions, all recorded in the said office on the 15th day of July, 1864.

1784. And Amelie Angelina Bonnet, of No. 10, Rue de la Fidélité, Paris, in the Empire of France, has given the like notice in respect of the invention of "certain improvements in the mode of preparing and applying chemical fumigations to the treatment of human diseases, and in apparatus connected therewith."—Partly a communication to her by her late husband, M. Leon Bonnet, and partly invented by herself.

As set forth in her petition, recorded in the said office on the 16th day of July, 1864.

1795. And Frederic Seebohm, of Düsseldorf, in the Kingdom of Prussia, and of the town and county of the town of Newcastle-upon-Tyne, Merchant and Manufacturer, has given the like notice in respect of the invention of "improvements in the manufacture of iron."

1798. And François Constant Cosserat, of Amiens, a Town of France, Furnace Builder, has given the like notice in respect of the invention of "improvements in smoke-burning furnaces, applicable to steam boilers, puddling, and other furnaces used for working metals, as well as for any other industrial purposes." As set forth in their respective petitions, both recorded in the said office on the 18th day of July, 1864.
1802. And Theodore Bourne, of the city, county, and State of New York, in the United States of America, at present residing at 34, Woburn-place, London, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in machinery or apparatus for transmitting motion."—A communication to him from abroad by Mathaus Kaefer, of Factoryville, in the county of Richmond, and State of New York, in the United States of America.
1804. And Henry Edward Francis de Briou, Doctor of Medicine, of No. 35, Welbeck-street, Cavendish-square, in the county of Middlesex, has given the like notice in respect of the invention of "an improved composition for protecting and preserving metals, such as iron, copper, and zinc used in the construction of ships, or in the protection of their sides and bottoms from oxydation and corrosion from the action of sea water, and for protecting from corrosion all submerged substances, such as chains, anchors, cables, and every oxydable metals submerged in water or exposed to atmospheric influences." As set forth in their respective petitions, both recorded in the said office on the 19th day of July, 1864.
1811. And William Henry Wilks, of No. 69, Great Prescott-street, Leman-street, Whitechapel, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in fire arms." As set forth in his petition, recorded in the said office on the 20th day of July, 1864.
1823. And Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, has given the like notice in respect of the invention of "improvements in electro-telegraphic apparatus."—A communication to him from abroad by Royal House, of the city of New York, United States of America. As set forth in his petition, recorded in the said office on the 21st day of July, 1864.
1830. And Edward Snell, of Saltash, in the county of Cornwall, Engineer, and George Allibon, of Greenwich, in the county of Kent, Marine Engineer, have given the like notice in respect of the invention of "improvements in the construction of anchors." As set forth in their petition, recorded in the said office on the 22nd day of July, 1864.
1874. And Vincent Wanostrocht, of No. 8, Lancaster-place, Strand, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in machinery for printing and perforating paper and fabrics, applicable particularly to the production of postage stamps, bank notes, bankers' cheques, bills of exchange, and similar documents."—A communication to him from abroad by Louis François Chezaud and Henry Jeremie Christen, persons resident in Paris, in the Empire of France. As set forth in his petition, recorded in the said office on the 27th day of July, 1864.
1882. And James Livesey, of 75, Cannon-street West, and John Edwards, of 29, Basinghall-street, in the city of London, have given the like notice in respect of the invention of "improvements in the permanent way of railways and carriages for the same." As set forth in their petition, recorded in the said office on the 28th day of July, 1864.
1890. And William Anderton, of Cleckheaton, near Leeds, in the county of York, Worsted Spinner, has given the like notice in respect of the invention of "improved machinery for preparing, spinning, and doubling fibrous substances." As set forth in his petition, recorded in the said office on the 29th day of July, 1864.
1970. And John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improvements in apparatus for cooking eggs."—A communication to him from abroad by Edouard Prosper Malaport, of Paris, in the Empire of France. As set forth in his petition, recorded in the said office on the 8th day of August, 1864.
2046. And George Coles, of Gresham-street West, in the city of London, Merchant, James Archibald Jaques, of Tottenham, in the county of Middlesex, Chemist, and John Americus Fanshawe, of the same place, Engineer, have given the like notice in respect of the invention of "improvements in the manufacture of tubular and hollow articles." As set forth in their petition, recorded in the said office on the 17th day of August, 1864.
2174. And Frederick Weaver, of Freeth-street, Birmingham, in the county of Warwick, has given the like notice in respect of the invention of "improvements in latches for doors, garden gates, and other similar purposes." As set forth in his petition, recorded in the said office on the 6th day of September, 1864.
2275. And Marmaduke Darell Jeffreys, of Ebury-street, Pimlico, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in railway turntables." 2283. And Richard Richards, of Wednesbury, in the county of Stafford, Gentleman, has given the like notice in respect of the invention for "certain improvements in carriage axles." As set forth in their respective petitions, both recorded in the said office on the 17th day of September, 1864.
2347. And Archibald Henry Plantaganet Stuart Wortley, of Rosslyn House, Grove-end-road, in the parish of St. Marylebone, and the Honourable William Warren Vernon, of 35, Rutland-gate, Hyde Park, both in the county of Middlesex, have given the like notice in respect of the invention of "a new chemical process for producing photographic pictures, and in the preparation and manner of using the materials in such process."—A communication to them from abroad by Jacob Wothlij, of Aix-la-Chapelle, in the Kingdom of Prussia. As set forth in their petition, recorded in the said office on the 24th day of September, 1864.
2402. And George Henry Harrington, of Leadenhall-street, in the city of London, Naval Architect, and Henry Hewetson, junior, and Francis Yates Hewetson, of Old Fish-street, in the same city, Sail Cloth Manufacturers, have given the like notice in respect of the invention of

"improvements in preparing threads and yarns to be employed in the manufacture of sail cloth."

As set forth in their petition, recorded in the said office on the 29th day of September, 1864.

2460. And Benedict Margulies, of Trieste, in the Empire of Austria, but now residing at St. Helen's, in the county of Lancaster, Chemist, and John Knowles Leather, of the same place, Manufacturing Chemist, have given the like notice in respect of the invention of "improvements in the manufacture of salts of chromium."

As set forth in their petition, recorded in the said office on the 6th day of October, 1864.

2507. And George Coles, of Gresham-street West, in the city of London, Merchant, James Archibald Jaques, of Tottenham, in the county of Middlesex, Chemist, and John Americus Fanshawe, of the same place, Engineer, have given the like notice in respect of the invention of "improvements in the manufacture of bags, sacks, pouches, and other flexible articles of capacity."

As set forth in their petition, recorded in the said office on the 11th day of October, 1864.

2661. And John Stobo, Foreman Mechanic, and William Pollock, Manager, of Leven Bank Works, near Bonhill, in the county of Dumbarton, North Britain, have given the like notice in respect of the invention of "improvements in tramping, wringing, and delivering yarns in connection with dyeing and bleaching processes."

2664. And Edward Joseph William Parnacott, of Leeds, in the county of York, Mill Sawyer, has given the like notice in respect of the invention of "an improved manufacture of artificial stone, applicable to the cutting of metallic surfaces."

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

As set forth in their respective petitions, all recorded in the said office on the 27th day of October, 1864.

2668. And 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, have given the like notice in respect of 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."

As set forth in their petition, recorded in the said office on the 28th day of October, 1864.

2689. And Bernard Scalé, of Peckham, in the county of Surrey, Cabinet Maker, has given the like notice in respect of the invention of "improvements in fitting and mounting chamber utensils."

As set forth in his petition, recorded in the said office on the 31st day of October, 1864.

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

As set forth in his petition, recorded in the said office on the 2nd day of November, 1864.

2746. And George Haseltine, of the "International Patent Office," No. 12, Southampton-buildings, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "a new mode of fastening rivets, screw-seats, or other similar devices in metallic plates, and also of securing thereby copper sheathing upon iron vessels."—A communication to him from abroad by William Brainard Barnard, of Waterbury, Connecticut, United States of America.

As set forth in his petition, recorded in the said office on the 5th day of November, 1864.

2819. And Charles Martin, of Cheapside, in the city of London, Civil Engineer, has given the like notice in respect of the invention of "improvements in apparatus for opening and closing the heads of carriages."

As set forth in his petition, recorded in the said office on the 12th day of November, 1864.

And notice is hereby further given, that all persons having an interest in opposing any one of such applications, are at liberty to leave particulars in writing of their objections to such application, at the said Office of the Commissioners, within twenty-one days after the date of the Gazette in which this notice is issued.

Erratum in Gazette of November 18.

2737. For "Kanzou," read "Kanzow."

In Parliament.—Session 1865.

Kidderminster, Stourport, and Bewdley Water Works.

(Incorporation of Company; Construction of Works; Supply of Water from the Severn; Power to levy Rates, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company for supplying with water the inhabitants of the town and borough of Kidderminster, and of the parishes, townships, and places of Kidderminster, Lower Mitton, Stourport, Bewdley, Hartlebury, Upper Mitton, Areley Kings, and Ribbesford, in the county of Worcester, or some of them, or some parts thereof respectively, and powers will be taken in such Bill to enable the Company to be thereby incorporated to construct and maintain the works and effect the objects following, or some of them, that is to say:—

1. To construct depositing tanks, reservoirs, pumping works, and engines, together with all necessary and convenient buildings, cisterns, tanks, sluices, pipes, culverts, machinery, embankments, approaches, and other works connected therewith or incidental thereto, to be situate in or near certain lands adjoining "Rag-lane," otherwise "Northwood-lane," in the said parish of Kidderminster, belonging to Miss Pilkington, and in the occupation of Mary Williams.

2. To construct a conduit or line of pipe, commencing in or from the River Severn, in a part of the same known as the Severn Navigation, at a point in or near to the lands herein firstly described, and terminating at or in the service reservoir next hereinafter mentioned.

3. To construct a service reservoir, to be placed on or near the summit of Summer-hill, in the said parish of Kidderminster, in a field known by the name of "Pool Piece," belonging to Walter

Chamberlain Hemming, Esq., and in the occupation of Thomas Mansell.

4. To construct a conduit or line of pipe, commencing from and out of the service reservoir lastly hereinbefore described, and terminating at or near to the market-place in the said borough and parish of Kidderminster.

5. To construct a conduit or line of pipe, commencing by a junction with the conduit or line of pipe hereinbefore secondly described, at or near to a blacksmith's shop at the southernmost end of "Rag-lane," otherwise "Northwood-lane," aforesaid, in the said parish of Kidderminster, and terminating at or near the Swan Hotel, in Stourport aforesaid.

6. To construct a conduit or line of pipe, commencing by a junction with the conduit or line of pipe hereinbefore lastly described, at a point at or near to the said blacksmith's shop, at the southern end of "Rag-lane," otherwise "Northwood-lane," in the parish of Kidderminster aforesaid, and terminating in the town of Bewdley, in the parish of Ribbesford aforesaid, in the said county of Worcester, at or near the westernmost end of the bridge over the said River Severn.

7. To construct all necessary and proper weirs, embankments, sluices, aqueducts, machinery, gauges, regulating basins, approaches, and other works, apparatus, and conveniences connected with the before-mentioned reservoirs, tanks, pumping works, conduits or lines of pipe, and other works, or any of them, in the several parishes, townships, and places hereinafter mentioned, or any of them; which said several works, hereinbefore described, will be situated in or pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Kidderminster, borough of Kidderminster, the Foreign of Kidderminster, Upper Mitton, Lower Mitton, Stourport, Ribbesford, Bewdley, Wribbenhall, Hartlebury, Areley Kings, or some of them, in the county of Worcester.

To take, divert, appropriate, and apply so much of the waters of the said Severn navigation and River Severn as may be necessary or expedient for supplying with water the inhabitants of the several parishes, townships, and places aforesaid, or any of them, and for the purposes of the Bill.

To lay down and maintain pipes, culverts, and other works in, under, over, or across, and to cross, break up, alter, divert, or stop up, either temporarily or permanently, roads, highways, footpaths, streets, public places, bridges, canals, towing paths, railways, tramways, sewers, drains, streams, brooks, and watercourses, in the parishes, townships, and places before mentioned, or some of them.

To purchase, by compulsion or agreement, lands, houses, waters, and other hereditaments, and to take on lease, and also to take, compulsorily or by agreement, grants of easements over lands, houses, waters, and other hereditaments, required for the purposes of the said intended works, or any of them, and of the Bill.

To supply water for domestic, trading, public, sanitary, and other purposes within and to the whole or any part of the several parishes, townships, and places aforesaid.

To levy, collect, and recover rates, rents, remunerations, and charges in respect of such supply of water, to and in the parishes, townships, and places aforesaid, or some of them, and to confer exemptions from the payment thereof.

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

To incorporate with the Bill "The Water Works 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 Act, 1863," or some of them, or some parts thereof, and also such parts of "The Railways Clauses Consolidation Act, 1845," relating to roads and the temporary occupation of lands and to other matters as may be deemed expedient.

To make proper provisions for preventing the waste, illegal use, abstraction, or misuse and wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto.

Plans and sections of the intended works, and a book of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of the land and houses described on the plans, and intended to be taken or used under the powers of the Bill, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Worcester, at his office in Worcester, 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 works are intended to be made, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerks of each of such parishes at his residence.

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

Dated this 14th day of November, 1864.

Saunders and Son, Kidderminster, Solicitors for the Bill.

Dyson and Co., Parliamentary Agents, Westminster.

Hastings and St. Leonards Gas.

(Powers for Company to raise further Capital and alter the days for holding their Meetings, — Amendment of Act).

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for an Act to amend "The Hastings and St. Leonards Gas Act, 1854," and to authorise the Hastings and St. Leonards Gas Company to raise further sums of money by the creation of new shares or stock, either ordinary or preference in their undertaking, to be disposed of as may be authorised or prescribed in the said Act, and by mortgage or otherwise, and to alter the days appointed for holding the General Meetings of the Company.

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

Dated this 5th day of November, 1864.

Wm. B. Young, Hastings, Solicitor for the Bill.

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ending Saturday, the 12th day of November, 1864.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Ashford Bank	Ashford	Jemmett, Pomfret, & Co.	11769
Aylesbury Old Bank	Aylesbury	Cobb and Co.	24423
Baldock Bank and Baldock and Biggleswade Bank	Biggleswade	Wells, Hogge, and Co.	20576
Barnstaple Bank	Barnstaple	Marshall and Co.	4243
Bedford Bank	Bedford	Barnard and Co.	28795
Bicester and Oxfordshire Bank and Oxford Bank	Bicester	Tubb and Co.	15014
Birmingham Bank	Birmingham	Attwoods, Spooner, and Co.	22318
Boston Bank ..	Boston	Clayton and Co.	70942
Boston Bank	Boston	Gee and Co.	15292
Bridgwater Bank	Bridgwater	J. and J. L. Sealy	6574
Bristol Bank	Bristol	Miles, Miles, and Co.	21150
Broseley and Bridgnorth and Bridgnorth and Broseley Bank	Broseley	Pritchard & Co.	16804
Buckingham Bank	Buckingham	Bartlett, Parrott, and Co.	20883
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank	Bury St. Edmunds	Oakes, Bevan, and Co.	51158
Banbury Bank	Banbury	J. C. and A. Gillett	26090
Banbury Old Bank	Banbury	Cobb and Son	22436
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Co.	34401
Birmingham Bank	Birmingham	Lloyds and Co.	27085
Brecon Old Bank	Brecon	Wilkins and Co.	50262
Brighton Union Bank	Brighton	Hall and Co.	20892
Burlington and Driffield Bank	Burlington	Harding, Smith, and Co.	11503
Bury Saint Edmunds Bank	Bury St. Edmunds	Worlledge and Co.	2849
Cambridge Bank ..	Cambridge	Mortlock and Co.	14045
Cambridge and Cambridgeshire Bank ..	Cambridge	Messrs. Fosters	45365
Canterbury Bank ..	Canterbury	Hammond and Co.	31674
Carmarthen Bank	Carmarthen	David Morris and Sons	17871
Chertsey Bank	Chertsey	La Coste and Son	2674
Colchester Bank	Colchester	Round, Green, and Co.	16751
Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh, Suffolk, Bank	Colchester	Mills, Bawtree, and Co.	27047
Cornish Bank, Truro	Truro	Tweedy and Co.	30453
Coventry Bank	Coventry	Little and Woodcock	4889
City Bank, Exeter	Exeter	Milford and Co.	15157
Craven Bank	Settle	Alcocks, Birkbeck, & Co.	72780
Chepstow Old Bank	Chepstow	Snead and Co.	7185
Derby Bank	Derby	W. and S. Evans and Co.	8837
Derby Bank	Derby ..	Samuel Smith and Co.	38434
Derby Old Bank and Scarsdale and High Peak Bank	Derby	Crompton, Newton and Co.	25072
Devizes and Wiltshire Bank	Devizes	Locke and Co.	6410
Diss Bank	Diss	Fincham and Co.	10160
Doncaster Bank and Retford Bank ..	Doncaster	Cooke and Co.	62548
Darlington Bank, Durham Bank, and Stockton-on-Tees Bank	Darlington	Backhouse and Co.	80329
Devonport Bank ..	Devonport	Hodge and Co.	7010
Dorchester Old Bank and Dorsetshire Bank	Dorchester	Williams and Co.	37083
East Cornwall Bank	Liskeard	Robins, Foster, and Co.	89854
East Riding Bank	Beverley	Bower and Co.	Not received

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Essex Bank and Bishop's Stortford Bank	Chelmsford	Sparrow, Tufnell, and Co.	34958
Exeter Bank	Exeter	Sanders and Co.	20379
Farnham Bank	Farnham	Knight and Son.....	7195
Faversham Bank.....	Faversham	Hilton and Co.	5564
Godalming Bank.....	Godalming ..	Mellersh and Co.	5744
Guildford Bank	Guildford.....	Haydon and Co.	10355
Grantham Bank	Grantham	Hardy and Co.	25395
Hull Bank and Kingston-upon-Hull Bank	Hull	Smith, Brothers, and Co.	16880
Huntingdon Town and County Bank	Huntingdon.....	Veasey and Co. ..	37081
Harwich Bank	Harwich	Cox, Cobbold, and Co.....	4790
Hertfordshire, Hitchin Bank.....	Hitchin	Sharples and Co.	33124
Ipswich Bank	Ipswich	Bacon and Co.	18256
Ipswich and Needham Market Bank, Suffolk, Hadleigh Bank, Manningtree and Mistley Bank, and Woodbridge Bank	Ipswich	Alexanders and Co.	52990
Kentish Bank	Maidstone	Randall and Co.	18981
Kington and Radnorshire Bank.....	Kington	Davies and Co.	25596
Knarborough Old Bank and Ripon Old Bank.....	Knarborough ...	Harrison and Co.	21548
Kendal Bank	Kendal.....	Wakefield, Crewdson, and Co....	45139
Longton Staffordshire Bank	Longton	C. Harvey and Son	5063
Leeds Bank.....	Leeds	Beckett and Co.	53108
Leeds Union Bank	Leeds	W. Williams, Brown and Co. ..	36142
Leicester Bank	Leicester	T. and T. T. Paget	29632
Lewes Old Bank	Lewes	Whitfield and Co.	30088
Lincoln Bank	Lincoln	Smith, Ellison, and Co.....	90645
Llandoverly Bank, Lampeter Bank, and Llandilo Bank	Llandoverly ...	D. Jones and Co.	22422
Loughborough Bank	Loughborough.....	Middleton, Cradock and Co.	6884
Lymington Bank.....	Lymington ..	S. and G. F. St. Barbe.....	3076
Lynn Regis and Lincolnshire Bank ...	Lynn Regis	Gurneys and Co.	32360
Lynn Regis and Norfolk Bank	Lynn Regis	Jarvis and Co.	13495
Macclesfield Bank	Macclesfield	Brocklehurst and Co.	12293
Manningtree Bank	Manningtree	Nunn and Co.	5401
Merionethshire Bank	Dolgelly	Williams and Son	7157
Miners' Bank	Truro	Willyams and Co.	18173
Monmouthshire Agricultural and Commercial Bank	Abergavenny	Bailey and Co.	31459
Monmouth Old Bank	Monmouth	Bromage and Gosling	4116
Newark Bank	Newark	Godfrey and Riddell.....	24249
Newark and Sleaford Bank, and Sleaford and Newark Bank ...	Sleaford	Handley, Peacock, and Co.	47079
Newbury Bank	Newbury	Bunny, Slocock, and Co.	13144
Newmarket Bank	Newmarket	Hammond and Co.	18221
Norwich Crown Bank and Norfolk and Suffolk Bank	Norwich ..	Harveys and Hudsons	48724
Norwich and Norfolk and Fakenham Banks	Norwich	Gurneys and Birkbecks	79044
Nottingham and Nottinghamshire Bank	Nottingham.....	Hart, Fellows, and Co.....	8216
Naval Bank Plymouth	Plymouth.....	Harris and Co.	21845
New Sarum Bank	Sarum	Pinckney, Brothers	6969
Nottingham Bank	Nottingham ..	Samuel Smith and Co.....	26450

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Oswestry Bank and Oswestry Old Bank	Oswestry	Croxon and Co.	9721
Oxford Old Bank	Oxford	Parsons and Co.	33098
Old Bank, Tonbridge, Tonbridge and Tonbridge Wells Old Bank, Ton- bridge and Tonbridge Wells and Sevenoaks Bank	Tonbridge	H., S., A. H., T., and A. Beeching	11872
Oxfordshire Witney Bank	Witney	J. W. Clinch and Sons	9361
Pease's Old Bank, Hull, the Hull Old Bank and Beverley Bank	Hull	Peases and Co.	46744
Penzance Bank	Penzance	Batten and Co.	9833
Pembrokeshire Bank	Haverfordwest	J. and W. Walters	11171
Reading Bank	Reading	Simonds and Co.	25738
Reading Bank	Reading	Stephens, Blandy, and Co.	26627
Richmond Bank	Richmond	Roper and Co.	7155
Rochdale Bank	Rochdale	Clement, Royds, and Co.	1475
Royston Bank	Royston	Fordham and Sons	9886
Rugby Bank	Rugby	A. Butlin and Son	9682
Rye Bank	Rye	R. C. Pomfret and Co.	13110
Saffron Walden and North Essex Bank	Saffron Walden ..	Gibson, Tuke, and Co.	22087
Salop Bank	Shrewsbury	Burton, Lloyd, and Co.	10485
Scarborough Old Bank	Scarborough	Woodall and Co.	23843
Shrewsbury Old Bank and Shrews- bury and Ludlow Bank	Shrewsbury ..	Rocke, Eyton, and Co.	37191
Sittingbourne and Milton Bank	Sittingbourne	Vallance and Co.	3330
Southampton Town and County Bank	Southampton	Maddison, Pearce, and Co.	9448
Southwell Bank	Southwell	Wylde and Co.	8849
Southampton and Hampshire Bank ..	Southampton	Atherley and Co.	1880
Stafford Old Bank	Stafford	Stevenson and Co.	12303
Stamford and Rutland Bank	Stamford	Eaton, Cayley, and Co.	20015
Shrewsbury and Welsh Pool Bank	Shrewsbury	Beck, Downward, and Co.	20782
Taunton Bank	Taunton	H. R., H. J., and D. Badcock ..	23850
Tavistock Bank	Tavistock	Gill, Sons, and Co.	10842
Thornbury Bank	Thornbury	Harwood and Co.	7905
Tiverton and Devonshire Bank	Tiverton	Dunsford and Co.	10568
Thrapston and Kettering Bank, } Northamptonshire	Thrapston	Eland and Eland	11320
Tring Bank and Chesham Bank	Tring	Butcher and Sons	11855
Towcester Old Bank	Towcester	Mercer and Co.	5711
Union Bank, Cornwall	Helston	Vivian and Co.	16214
Uxbridge Old Bank	Uxbridge	Hull, Smith, and Co.	8443
Wallingford Bank	Wallingford	Hedges, Wells, and Co.	5498
Warwick and Warwickshire Bank	Warwick	Greenway and Co.	18552
Wellington Somerset Bank	Wellington	Fox, Brothers, and Co.	2583
West Riding Bank, Wakefield, and } Pontefract Bank	Wakefield	Leatham, Tew, and Co.	39437
Whitby Old Bank	Whitby	Simpson, Chapman, and Co.	13920
Winchester, Alresford, and Alton Bank	Winchester	Bulpett and Co.	12070
Weymouth Old Bank and Dorchester Bank	Weymouth	Eliot, Pearce, and Co.	15136
Wirksworth and Ashbourne Derby- shire Bank	Wirksworth	Arkwright and Co.	35474
Wisbech and Lincolnshire Bank	Wisbech	Gurneys and Co.	43526
Wiveliscombe Bank	Wiveliscombe	P. and W. Hancock	4556
Worcester Old Bank and Tewkes- bury Old Bank	Worcester	Berwick, Lechmere, & Co.	58576
Wolverhampton Bank	Wolverhampton ..	R. and W. F. Fryer	11064
Yarmouth and Suffolk Bank, and } Halesworth and Suffolk Bank ..	Yarmouth	Gurneys, Birkbeck, and Co.	38624
Yarmouth, Norfolk and Suffolk Bank	Great Yarmouth ..	Sir E. H. K. Lacon, Bt., and Co.	8461
York Bank	York	Swann, Clough and Co.	43005

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.		Average Amount.
		£.
Bank of Westmorland	Kendal	11999
Barnsley Banking Company	Barnsley	8439
Bradford Banking Company	Bradford	47955
Bilston District Banking Company	Wolverhampton	9170
Bank of Whitehaven	Whitehaven	28566
Bradford Commercial Banking Company	Bradford	18599
Burton, Uttoxeter, and Staffordshire Union Banking Company	Burton-upon-Trent	44759
Chesterfield and North Derbyshire Banking Company	Chesterfield	9185
Cumberland Union Banking Company	Workington	34193
Coventry and Warwickshire Banking Company	Coventry	16550
Coventry Union Banking Company	Coventry	12370
County of Gloucester Banking Company	Cheltenham	98561
Carlisle and Cumberland Banking Company	Carlisle	24446
Carlisle City and District Bank	Carlisle	19941
Dudley and West Bromwich Banking Company	Dudley	29120
Derby and Derbyshire Banking Company	Derby	18776
Darlington District Joint Stock Banking Company	Darlington	25160
Gloucestershire Banking Company	Gloucester	143757
Halifax Joint Stock Bank	Halifax	16668
Huddersfield Banking Company	Huddersfield	30743
Hull Banking Company	Hull	27660
Halifax Commercial Banking Company (Limited)	Halifax	9990
Halifax and Huddersfield Union Banking Company	Halifax	31290
Helston Banking Company	Helston	1490
Knaresborough and Claro Banking Company	Knaresborough	27205
Lancaster Banking Company	Lancaster	58800
Leicestershire Banking Company	Leicester	57322
Lincoln and Lindsey Banking Company	Lincoln	49834
Leamington Priors and Warwickshire Banking Company	Leamington Priors	8989
Ludlow and Tenbury Bank	Ludlow	8892
Moore and Robinson's Nottinghamshire Banking Company	Nottingham	28941
Nottingham and Nottinghamshire Banking Company	Nottingham	28570
National Provincial Bank of England	Birmingham	411292
North Wilts Banking Company	Hd. Office, 112, Bishopsgate-st., London	
Northamptonshire Union Bank	Melksham	42899
Northamptonshire Banking Company	Northampton	67260
North and South Wales Bank	Northampton	20807
	Liverpool	59713
Pares's Leicestershire Banking Company	Leicester	52095
Saddleworth Banking Company	Saddleworth	340
Sheffield Banking Company	Sheffield	34604
Stamford, Spalding, and Boston Banking Company	Stamford	54933
Stuckey's Banking Company, Bristol Somersetshire Bank, } and Somersetshire Bank	Langport	302970
Shropshire Banking Company	Shiftnall	40352
Stourbridge and Kidderminster Banking Company	Stourbridge	52740
Sheffield and Hallamshire Banking Company	Sheffield	21055
Sheffield and Rotherham Joint Stock Banking Company	Sheffield	50178
Swaledale and Wensleydale Banking Company	Richmond	53251
Wolverhampton and Staffordshire Banking Company	Wolverhampton	31100
Wakefield and Barnsley Union Bank	Wakefield	13988

Name, Title, and Principal Place of Issue.		Average Amount.
		£.
Whitehaven Joint Stock Banking Company	Whitehaven	24732
Warwick and Leamington Banking Company	Warwick	25576
West of England and South Wales District Bank	Bristol	77019
Wilts and Dorset Banking Company	Salisbury	68409
West Riding Union Banking Company	Huddersfield	29164
Whitchurch and Ellesmere Banking Company	Whitchurch	5061
Worcester City and County Banking Company	Worcester	6186
York Union Banking Company	York	70720
York City and County Banking Company	York	90712
Yorkshire Banking Company	Leeds	122427

W. W. DALBIAC, Registrar of Bank Returns.

Inland Revenue Office, November 19, 1864.

CORN IMPORTED AND EXPORTED.

AN ACCOUNT shewing the Quantities of the several kinds of Corn and Meal Imported into each division of the United Kingdom; and the Quantities of British and Foreign Corn and Meal, of the same kinds, Exported from the United Kingdom, in the week ended the 19th November, 1864.

	QUANTITIES IMPORTED INTO				QUANTITIES EXPORTED FROM THE UNITED KINGDOM.		
	England.	Scotland.	Ireland.	The United Kingdom.	British.	Colonial and Foreign.	Total Exported.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheat	199,602	124,079	122,647	446,328	11	...	11
Barley	84,488	36,589	2,380	123,457	87	...	87
Oats... ..	93,356	177	...	93,533	522	...	522
Rye	5,600	690	...	6,290	...	...	...
Peas	21,231	8,493	...	29,724	176	...	176
Beans	28,159	470	...	28,629	89	...	89
Indian Corn	166,085	12,200	124,748	303,033	...	...	...
Buckwheat	1,102	...	...	1,102	...	...	...
Beer or Bigg ... ..	...	1,000	...	1,000	...	...	...
Total of Corn (exclusive of Malt)...	599,623	183,698	249,775	1,033,096	885	...	885
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheatmeal or Flour	25,257	17,235	7,690	50,182	382	94	476
Barley Meal ... ..	...	...	...	...	...	...	...
Oat Meal... ..	8	2	...	10	76	...	76
Rye Meal ... ..	...	...	...	...	...	...	...
Pea Meal ... ..	...	...	...	...	...	...	...
Bean Meal ... ..	...	...	...	...	...	...	...
Indian Corn Meal ...	179	...	...	179	...	...	...
Buckwheat Meal ...	...	...	...	...	...	...	...
Total of Meal ...	25,444	17,237	7,690	50,371	458	94	552
Total of Corn and Meal (exclusive of Malt)	625,067	200,935	257,465	1,083,467	1,343	94	1,437
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
Malt ... ..	...	...	...	...	461	...	461

Office of the Inspector-General of Imports and Exports,
Custom House, London, November 21, 1864.JOHN A. MESSENGER,
Inspector-General.

London and North-Western Railway.

New Works and Additional Powers (England and Scotland.)

(New Railways, Road, and Works, and additional Lands in the counties of Lancaster, Derby, Salop, Middlesex, Stafford, Buckingham, and Chester; Stopping up and Discontinuance of Roads and Footpaths in the parishes of Manchester, Liverpool, and Saint Helen's; Extension of time for Sale of superfluous Lands; Further Powers in reference to the Undertakings of the Bedford and Cambridge, South Staffordshire, Hampstead Junction, Saint Helen's, Lancaster and Carlisle, Cromford and High Peak, and Portpatrick Railway Companies; and Arrangements with those Companies and the Midland Company, and with the Corporation of Salford; and confirmation of existing Agreements; Provision as to Joint Station at Preston and Preston and Wyre and North Union Railways and Stations; Additional Capital; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the London and North-Western Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them (that is to say):

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

A railway commencing in the township of Huyton, otherwise Huyton-with-Roby, in the county of Lancaster, by a junction with the London and North-Western Railway, at or near Huyton Hey Bridge, and terminating in the town of Saint Helen's, by a junction with the Saint Helen's Railway, four chains or thereabouts north of the bridge which carries Raven-street over such last-mentioned railway in the township of Windle otherwise Hardshaw-within-Windle, in the parish of Prescott, in the same county; which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Huyton, Huyton-with-Roby, Prescott, Whiston, Eccleston, Sutton, Saint Helen's, Hardshaw, Windle, and Hardshaw-within-Windle, all in the county of Lancaster;

A railway to be situate wholly in the township of Widnes, and parish of Prescott, in the county of Lancaster, commencing by a junction with the Warrington and Garston Railway one chain or thereabouts on the east side of the point where such railway crosses the Marsh-road, and terminating by a junction with the same railway one chain or thereabouts on the west side of the point where such railway crosses the road leading from Carter's House to Carter's House Bridge;

A railway to be situate wholly in the township of Widnes, and parish of Prescott aforesaid, commencing by a junction with the intended railway lastly hereinbefore described, in a field called Old Field, being part of Moorhouse Farm, belonging to John Shaw Leigh, Esquire, and in the occupation of William Beesley; and terminating by a junction with the Saint Helen's Railway eleven chains or thereabouts north of the existing crossing by the Warrington and Garston Railway of

the railway from Saint Helen's to Widnes Dock;

A railway to be situate wholly in the township of Sutton, in the parish of Prescott, in the county of Lancaster, commencing by a junction with the Saint Helen's Railway seven chains or thereabouts south-east of Peasley Cross station, and terminating by a junction with the Broad Oak branch of the Saint Helen's Railway at or near the point where Sutton-brook passes under that branch railway;

A railway, herein designated Branch No. 1, commencing by a junction with the Eccles-Tyldesley and Wigan branch of the London and North-Western Railway, near to the bridge which carries the public road from Roe-green to Shaving-lane over such railway at Roe-green, in the township of Worsley and parish of Eccles, and terminating at Street-gate, in a field belonging to Strettle Seddon, and occupied by James Wharmby, ten chains or thereabouts north of Clegg's-lane, in the township of Little Hulton and parish of Dean; which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Eccles, Worsley, Worsley Lower Division, Worsley Higher Division, Walkden Moor, Peel, Street-gate, Little Hulton, and Dean, all in the county of Lancaster;

A railway commencing at the terminus of Branch No. 1, at Street-gate, in a field belonging to Strettle Seddon, and occupied by James Wharmby, ten chains or thereabouts north of Clegg's-lane, in the township of Little Hulton, and parish of Dean, and terminating on the Rothwell's Farm estate, in a field called Farnworth Field, belonging to and occupied by Francis Charlton, Esquire, in the township of Farnworth and parish of Dean; which last-mentioned intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Dean, Little Hulton, Middle Hulton, and Farnworth, all in the county of Lancaster;

A spur or railway wholly in the township of Little Hulton and parish of Dean, in the county of Lancaster, commencing by a junction with Branch No. 1, on the Mount Skip Farm, in a field which adjoins the public road called Clegg's-lane, belonging to the trustees of Jacob Fletcher Fletcher, Esquire, and occupied by Robert Rothwell, and terminating on Walkden Moor Ley, belonging to and occupied by the trustees of the late Duke of Bridgewater, equi-distant, or nearly so, between the places known as Old Pole and Sod Hall;

A railway commencing by a junction with the Cromford and High Peak Railway, in the township of Hartington Middle Quarter, in the parish of Hartington, in the county of Derby, eighty yards or thereabouts north of the centre of the turnpike road leading from Bakewell to Longnor, where it is crossed by the said Cromford and High Peak Railway, and terminating by a junction with the same railway, in the township of Hartington Upper Quarter, in the said parish of Hartington, in the said county of Derby, at or near the distance-post thereon denoting nineteen miles thereon, which last-mentioned railway will be situate in and pass through or into

the several parishes, townships, and extra-parochial or other places following (that is to say): Hartington, Hartington Middle Quarter, and Hartington Upper Quarter, all in the county of Derby:

And it is proposed by the intended Act to authorize and provide for the abandonment of that portion of the Cromford and High Peak Railway which is situate between the two points of junction therewith of the last-mentioned intended railway, or some part thereof:

To enable the Company to widen and improve and lay down additional lines of rails upon so much of their railway as is situate between a point in the township of Wavertree, in the parish of Childwall, in the county of Lancaster, four chains or thereabouts west of the place where Picco otherwise Pighue-lane crosses the London and North-Western Railway and a point in the township of Huyton, otherwise Huyton-with-Roby, in the parish of Huyton, in the same county, one chain or thereabouts east of Huyton Hey Bridge, which said intended widening will be situate within the parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Childwall, Wavertree, Much Woolton, Thingwall, Walton-on-the-Hill, West Derby, Huyton, Roby, and Huyton-with-Roby, all in the county of Lancaster:

To enable the Company to widen, improve, and lay down additional lines of rails upon so much of their railway as is situate between the bridge carrying the Oldfield-road over the said railway, in the township of Salford, in the parish of Manchester, and the point, in the township of Barton-on-Irwell, in the parish of Eccles, where the Eccles, Tyldesley, and Wigan Railway of the Company unites with or diverges from the same railway, which said intended widening will be situate in the parishes, townships, and extra-parochial or other places of Salford, Pendleton, Pendlebury, Barton-on-Irwell, Eccles, and Manchester, or some of them, all in the county of Lancaster:

To empower the Company to make a new road in the township of Windle, in the parish of Prescott, in the county of Lancaster, to commence by a junction with Green Leach-lane at a point four chains or thereabouts west of Carr Mill Dam, and to terminate by a junction with Broad-lane at a point eight chains or thereabouts west of the dam and sluice dividing Carr Mill Dam from Carr Mill Higher Dam; and to empower the Company to stop up and discontinue as a thoroughfare, and appropriate to the purposes of the Company, so much of the existing roads called Green Leach-lane and Boad-lane as is situate between the termini of the said new road:

To empower the Company to stop up, discontinue, and extinguish all rights of way over, and to appropriate to the use of the Company, so much of the public highway known as Ordsall-lane, as lies between the south side of the London and North-Western Railway and the street communicating between Ordsall-lane and Wilburn-street, a distance of sixty-five yards or thereabouts, all in the township of Salford, and parish of Manchester; and also so much of the same public highway as extends from the said railway on the north side thereof for a distance of fifteen yards or thereabouts therefrom:

To empower the Company to carry their railway over Wilburn-street, in the township of Salford, in the parish of Manchester, by means of an additional bridge:

To empower the Company to construct three additional arches or openings under Oldfield-road,

in the township of Salford, in the parish of Manchester; two on the southerly and one on the northerly side of the arch by which the London and North-Western Railway at present passes under that road:

To empower the Company to stop up and discontinue and extinguish all rights of way over, and to appropriate to the use of the Company so much of the public footway, in the township of Gorton, in the parish of Manchester, in the county of Lancaster, leading from the Redgate Farm Tavern over and across the London and North-Western Railway by a bridge, as extends for a distance of one hundred and thirty yards or thereabouts in a south-westerly direction from such bridge, and for a distance of one hundred and fifty yards or thereabouts in an easterly direction from the same bridge; and also to stop up, and discontinue, and extinguish all rights of way, along, under, and over, and to appropriate to the use of the Company, the archway and road in the said township of Gorton, in the said parish of Manchester, in the said county of Lancaster, under the London and North-Western Railway as is situate one hundred and thirty yards or thereabouts north-west of the last-mentioned footway-bridge; and also along and over so much of such last-mentioned road as extends ninety yards or thereabouts in a westerly direction from such archway, and one hundred and fifty yards or thereabouts in an easterly direction from the same archway; and also so much of the street in the township and parish of Liverpool, called Hotham-street, as extends for seventy yards or thereabouts southwards from Sydney-street:

To empower the Company to stop up and discontinue as a public thoroughfare so much of the street in the town and parish of Saint Helen's called Atlas-street as is situate between the south-westerly side of the Gerard's Bridge branch of the Saint Helen's Railway and the junction of the said street with Earle-street, and to appropriate to the purposes of the Company the portion of the said street which is crossed by the said railway, and to vest the remainder of the site of the said street in such persons as shall be designated in the said Act:

To empower the Company to acquire by compulsion or agreement lands, houses, and property for all or any of the purposes aforesaid, and also the lands, houses, and property hereinafter described or referred to (that is to say):—

Certain lands, houses, and property situate within the township of Whitchurch and parish of Whitchurch, in the county of Salop, forming two several strips of land each fifty-five yards, or thereabouts, in width, parallel with and adjoining the Shrewsbury and Crewe branch of the London and North-Western Railway Company, and on the east and west sides thereof respectively, (save and except such land as now belongs to the London and North-Western Railway Company,) and extending eight hundred yards or thereabouts north-east of the bridge which carries the railway over the turnpike road adjoining the Whitchurch station; and another strip of land of the same width or thereabouts, and parallel with and adjoining the said Shrewsbury and Crewe branch, and on the east side thereof, and extending five hundred yards, or thereabouts, south-east of the said turnpike road adjoining the Whitchurch station;

Certain land and houses also situate within the said township of Whitchurch, forming a strip of land fifty-five yards or thereabouts

in width, parallel with and adjoining the west side of the said Shrewsbury and Crewe branch, and extending from the south-east side of the fence of the Oswestry, Ellesmere, and Whitchurch Railway, in a southerly direction two hundred and fifty yards or thereabouts;

Certain lands, houses, and property situate in the township and parish of Manchester, in the county of Lancaster, and lying between and bounded by Boad-street, Store-street, Berry-street, Malaga-street, and Sheffield-street, exclusive of the site of the streets intersecting the same;

Certain lands, houses, and property in the township of Salford, in the said parish of Manchester, situate between Hampson-street, Wilburn-street, the Company's railway, and Nangreave-street;

Certain lands, houses, and property in the same township and parish situate between Oldfield-road, Middlewood-street, and the railway and premises of the Company;

Certain lands, houses, and property situate in the township of West Derby, in the parish of Walton-on-the-Hill, in the county of Lancaster, bounded on the north by the public road leading from Liverpool to Wavertree, on the south by the goods yard and premises of the Company, on the east by and including a road or street called Spekefields-street, and on the west by the eastern side of a road or street called Speke-street;

Certain lands, houses, and property in the township of Gorton, in the parish of Manchester, in the county of Lancaster, situate on the northern, north-eastern, and south-western sides of the London and North-Western Railway, commencing on the northern side from a point near the toll-bar on the Hyde Turnpike-road, where a new street, intended to be called "Toll Bar-street," joins that road, extending to a point fronting such road for a distance of one hundred and eighty-six yards or thereabouts, and from such last-mentioned point in a south-easterly direction for a distance of three hundred and eighty-two yards or thereabouts to the public footway leading from the Redgate Farm Tavern across the London and North-Western Railway by a bridge, and containing in depth from north-east to south-west about one hundred and twenty-six yards; and also lands and property situate on the said south-western side of and abutting on the said London and North-Western Railway, extending in a north-westerly direction three hundred yards or thereabouts from the bridge carrying such last-mentioned public footway over the said railway, and one hundred yards or thereabouts in a south-easterly direction from such bridge, and containing in depth from north-east to south-west seventy yards or thereabouts;

Certain lands and property situate in the township of Ardwick, in the parish of Manchester, in the county of Lancaster, abutting on the London and North-Western Railway on the south-west side thereof commencing from a point one hundred and thirty yards or thereabouts south-east of the junction of the Manchester, Sheffield, and Lincolnshire Railway with the London and North-Western Railway, and extending from such point in a south-easterly direction for a distance of one hundred and sixty-six yards or thereabouts, and extending from the south-easterly extremity thereof in a south-westerly direc-

tion for a distance of eighty-three yards or thereabouts, and extending from the north-westerly extremity thereof in a southerly direction to meet such last-mentioned point, for a distance of one hundred and thirty yards or thereabouts;

Certain lands, houses, and property in the townships of Windle, Parr, Ashton-in-Makerfield, Billinge Chapel End, and Winstanley, in the parishes of Prescott, Winwick, and Wigan, in the county of Lancaster, comprising the sites of Carr Mill Dam, and Carr Mill Higher Dam, and lands adjoining the same on each side and surrounding the same;

Certain lands, houses, and property in the township and parish of Liverpool, in the county of Lancaster, situate between Lord Nelson-street, Pudsey-street, and Hotham-street, and land and houses fronting the south side of London-road, and to make a communication by means of a bridge or archway under Lord Nelson-street from the land so proposed to be acquired to Lime-street station at Liverpool belonging to the Company;

Certain lands, houses, and property in the parish of Saint Mary Islington, in the county of Middlesex, bounded in part by land belonging to the Great Northern Railway Company, by land belonging to the North London Railway Company, by York-road, by the back of premises on the east side of York-road, by land and premises of or connected with the Metropolitan Cattle Market, by the west end of Nailour-street, by the houses and premises on the west side of Charles-street, and by the west end of Frederick-street, including the sites of part of Pleasant-grove, part of Brandon-road, and part of Blundell-street, and all other ways, passages, and footpaths within the aforesaid limits, with power to discontinue the same as public thoroughfares, and to make a communication by means of a bridge or archway over York-road from the land so proposed to be acquired to certain lands of the Company on the east side of York-road;

Certain lands and property situate within the township of Whitmore, in the parish of Whitmore, in the county of Stafford, forming a strip of land parallel with and adjoining the south-western side of the London and North-Western Railway, one hundred yards in width or thereabouts, and extending in a south-easterly direction from the public road leading from Market Drayton to Newcastle-under-Lyme, four hundred and sixty yards, or thereabouts;

Certain lands, houses, and property in the parish of Wolverton, in the county of Buckingham, situate on the west of and adjoining the Company's workshops and locomotive establishment at Wolverton, and bounded on the north by the Grand Junction Canal, and on the south by lands and property of the trustees of Dr. Radcliffe, lying on the north side of the road leading from the Newport Pagnell and Stony Stratford turnpike road to Stratford, and extending from the Company's aforesaid premises westward for a distance of four hundred and fifty yards, or thereabouts;

Certain lands, houses, and property in the township of Sutton and parish of Prescott, in the county of Lancaster, and situate on each side of the Saint Helen's Railway, and running parallel therewith, and extending from Dutch Barn Bridge to the station on the the said railway at Sutton;

Certain lands, houses, and property in the township of Weston, in the parish of Runcorn, in the county of Chester, belonging to George Orred, Esq., and lying and abutting on the easterly side of the canal and towing path from Runcorn to Weston Point, and extending from such canal and towing-path, a distance of about one hundred and twenty yards, in an easterly direction, and bounded on the northerly side by the boundary dividing the township of Runcorn from the township of Weston, and extending two hundred yards, or thereabouts, in a southerly direction from such boundary:

To vary and extinguish all existing rights and privileges connected with any lands, houses, or property proposed to be purchased or appropriated for the purposes of the intended Act, which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges:

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, tramways, canals, rivers, and streams within or adjoining to the aforesaid parishes and townships which it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act:

To authorise the Company to levy tolls, rates, and duties for or in respect of the said railways and works, and to grant exemptions from the payment of such tolls, rates, and duties:

To extend the time for the sale by the Company of all or any lands acquired by them which are not or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company with reference to the sale and granting of leases of lands held by the Company, or otherwise in relation thereto:

To repeal the twenty-fourth section of "The London and North Western Railway (Lines near Liverpool) Act, 1861," in reference to the access to the docks and works of the Duke of Bridgewater's Trustees and the Company of Proprietors of the Mersey and Irwell Navigation:

To empower the Company and the Corporation of Salford to enter into and carry into effect contracts and agreements with reference to the construction by the Company of certain roads and the execution of other works in the borough of Salford, and to confirm and give effect to any contracts or agreements already entered into with reference thereto:

To provide for the vesting in the Company as part of their undertaking of the Bedford and Cambridge Railway, and for the exercise and fulfilment by the Company of all the rights, powers, privileges, liabilities, and obligations of the Bedford and Cambridge Railway Company in relation thereto, whether with reference to the acquisition of lands, the construction of works, the levying of tolls, rates, and charges, or otherwise, and for the conversion into shares or stock of the Company of the shares in the capital of the Bedford and Cambridge Railway Company, either before or after the same shall have been paid up in full, and for securing the mortgage bond or other debts of the Bedford and Cambridge Railway Company:

To confirm and give effect to all or any agreements made between or on behalf of the Company and the Bedford and Cambridge Railway Company with reference to all or any of the matters aforesaid:

To provide, if need be, for the dissolution of the Bedford and Cambridge Railway Company, and the winding up of their affairs:

To empower the Company and the respective holders of shares or stock in the capital of the South Staffordshire Railway Company to agree for the conversion of such shares or stock into stock of the Company, upon such terms as may be mutually agreed upon:

To provide, if need be, for the dissolution of the South Staffordshire Railway Company, and for the winding up of their affairs, and for the more complete and effectual vesting of their undertaking in the Company:

To confirm and give effect to all or any agreements made between or on behalf of the Company and the South Staffordshire Railway Company, and the holders of shares or stock in the capital of that Company respectively with reference to all or any of the matters aforesaid:

To empower the Company and the respective holders of shares or stock in the capital of the Hampstead Junction Railway Company to agree for the conversion of such shares or stock into stock of the Company, upon such terms as may be mutually agreed upon:

To provide, if need be, for the dissolution of the Hampstead Junction Railway Company, and the winding up of their affairs, and for the more complete and effectual vesting of their undertaking in the Company:

To confirm and give effect to all or any agreements made between or on behalf of the Company and the Hampstead Junction Railway Company, and the holders of shares or stock in the capital of that Company respectively, with reference to all or any of the matters aforesaid:

To make further provision with reference to certain debts and liabilities of the Saint Helen's Canal and Railway Company, and to alter and amend the provisions of "The Saint Helen's Canal and Railway Transfer Act, 1864," and to enable the Company to deduct from any rent or dividend payable to the Saint Helen's Canal and Railway Company such sums (if any) as may be paid by the Company in discharge of any such debts and liabilities; and to authorize the Company, if thought fit, to apply their funds in or towards the discharge of such debts and liabilities, and to confirm and give effect to any contracts or agreements entered into between the Company and the Saint Helen's Canal and Railway Company in reference thereto:

To empower the Company and the Midland Railway Company to enter into and carry into effect agreements with reference to the working and use, management and maintenance of the undertaking of the Lancaster and Carlisle Railway Company, including the Lancaster and Preston Junction Railway and the Kendal and Windermere Railway; and to provide, if thought fit, for the appointment of a joint committee for the regulation and management of such undertaking, and to confirm and give effect to all or any agreements already made between the Company and the Midland Railway Company in relation to all or any of the matters aforesaid:

To confer upon the Lancaster and Carlisle Railway Company, or the shareholders for the time being therein, the right to participate, from time to time, in the allotment of any future creation of shares or stock by the Company, and to empower the Company to appropriate a portion of such shares or stock to the Lancaster and Carlisle Railway Company, or the shareholders for the time being therein, and to enable the Lancaster and Carlisle Railway Company to accept any such allotted shares or stock, and to apply the corporate funds of that Company, or so much thereof as shall from time to time be necessary, in taking up and paying the calls upon any such

shares or stock, and to authorize the Lancaster and Carlisle Railway Company to raise a further sum of money for the purposes aforesaid by the creation of shares or stock in their undertaking, or by borrowing on mortgage or bond, or by any of such means:

To empower the Company and the respective holders of shares or stock in the capital of the Lancaster and Carlisle Railway Company, to agree for the conversion of such shares or stock into stock of the Company upon such terms as may be mutually agreed upon:

To empower the Company from time to time to supply water and gas from their station at Crewe not required for their own purposes to any local board or other local authority, and to any Company or person respectively, and to recover the rents or sums of money from time to time payable in respect of any such supply of water and gas, and also to empower the Company and any local board or other authority, and any such Company or person to enter into contracts and agreements with reference to the purposes aforesaid, or any of them:

To confirm and give effect to a certain lease granted by the Company of the land on which the railway clearing house has been erected, and is now being enlarged:

To make provision for the future management, government, direction, working, and use of the station at Preston, in the county of Lancaster, known as the Preston Station, belonging to the Company and the Lancashire and Yorkshire Railway Company; and of the Preston and Wyre Railway, and the North Union Railway, and the stations and works connected therewith respectively; and to provide for the settlement of all differences and disputes between those Companies respectively in relation thereto, either by the appointment of a standing arbitrator, or by such means as may either be agreed upon between the two Companies, or as may be provided for by the said Act; and so far as may be necessary for the purposes aforesaid, or any of them, to alter, amend, and enlarge, or to repeal all or some of the provisions of the Act (local and personal) 9 and 10 Victoria, cap. 281, and of all or any other Acts or Act relating to the said Preston Station; also of the Act 12 and 13 Vict. cap. 74, and of all or any other Acts or Act relating to the Preston and Wyre Railway; and also of the Act 9 and 10 Vict. cap. 281; and of all or any other Acts or Act relating to the North Union Railway:

To empower the Company to exercise, in lieu of the Lancaster and Carlisle Railway Company, the powers of that Company in relation to the appointment of directors of the Portpatrick Railway Company:

To authorize the Company to increase their capital, to raise a further sum of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, by the creation of new shares or stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

And for the purposes aforesaid, it is intended, if need be, to alter, amend, and extend or to repeal all or some of the powers and provisions of the several Acts following, or some of them, directly or indirectly, relating to the Company (that is to say): local and personal Acts 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123,

156, and 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 86; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69, and 123; 20 and 21 Vict. caps. 64, 98, and 108; 21 and 22 Vict. caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict. caps. 77 and 79; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vict. caps. 5, 108, 177, 208, and 217; and 27 and 28 Vict. caps. 194, 226, 263, 273, 288, and 296:

Also of the Acts 23 and 24 Vict. cap. 183, and 27 and 28 Vict. cap. 62, and any other Act or Acts relating to the Bedford and Cambridge Railway Company:

Also of the following Acts, or some of them, relating to South Staffordshire Railway Company (that is to say): 9 and 10 Vict. caps. 300 and 316; 10 and 11 Vict. cap. 189; 13 and 14 Vict. cap. 58; 14 and 15 Vict. cap. 94; 17 and 18 Vict. cap. 53; 18 and 19 Vict. cap. 175; 22 and 23 Vict. cap. 109; 24 and 25 Vict. cap. 136; and 26 and 27 Vict. cap. 6:

Also of the following Acts, or some of them, relating to the Hampstead Junction Railway Company (that is to say): 16 and 17 Vict. cap. 222; 19 and 20 Vict. cap. 52; 22 and 23 Vict. cap. 13; and 26 and 27 Vict. cap. 217:

And also of the Act 27 and 28 Vict. cap. 296, and any other Act or Acts relating to the Saint Helen's Canal and Railway Company:

And also of the Act 7 and 8 Vict. cap. 18, relating to the Midland Railway Company, and any other Act or Acts relating to that Company:

Also of the following Acts, or some of them, relating to the Lancaster and Carlisle Railway Company (that is to say) 7 Vict. cap. 37; 8 and 9 Vict. cap. 83; 9 and 10 Vict. cap. 257; 20 and 21 Vict. cap. 161; 21 and 22 Vict. cap. 128; and 22 and 23 Vict. cap. 124:

Also of the following Acts, or some of them, relating to the Lancaster and Preston Junction Railway Company (that is to say): 7 Will. IV, and 1 Vict. cap. 22; 3 and 4 Vict. cap. 4; 6 and 7 Vict. cap. 4; 12 and 13 Vict. cap. 87; and 22 and 23 Vict. cap. 124:

Also of the following Acts, or some of them, relating to the Kendal and Windermere Railway Company (that is to say): 8 and 9 Vict. cap. 82; 11 and 12 Vict. cap. 26; and 22 and 23 Vict. cap. 124:

Also of the Act 18 and 19 Vict. cap. 75, and any other Act or Acts relating to the Cromford and High Peak Railway Company;

And also of the Act 20 and 21 Vict. cap. 149, and any other Act or Acts relating to the Portpatrick Railway Company:

And notice is hereby also given, that on or before the thirtieth day of November instant, a published map and plans and sections relating to the objects of the proposed Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette will be deposited as follows (that is to say): as regards the works and lands in the county of Lancaster, with the Clerk of the Peace for the county of Lan-

caster, at his office at Preston; as regards the works and lands in the county of Derby, with the Clerk of the Peace for the county of Derby, at his office at Derby; as regards the works and lands in the county of Salop, with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury; as regards the works and lands in the county of Middlesex, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; as regards the works and lands in the county of Stafford, with the Clerk of the Peace for the county of Stafford, at his office in Stafford; as regards the works and lands in the county of Buckingham, with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury; and as regards the works and lands in the county of Chester, with the Clerk of the Peace for the county of Chester, at his office in the city of Chester; and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made, or lands are situate; together with a copy of this notice, as published in the London Gazette, will, on or before the said thirtieth day of November, be deposited as follows (that is to say): as regards the works and lands in the parish of Saint Mary Islington, with the vestry clerk of that parish, at his office, Vestry Hall, Upper-street, Islington; and as regards the several other parishes, with the parish clerk of each such parish, at his residence, and in case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place:

And notice is hereby further given, that on or before the twenty-third 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 10th day of November, 1864.

James Blenkinsop, Solicitor for the said Company.

London and North Western Railway.

New Works and Additional Powers (Wales and Ireland).

(New Railways, Roads, and Works, and Additional Lands in the counties of Brecon, Glamorgan, Monmouth, Carnarvon, Flint, Denbigh, and Anglesey; Stopping up and Discontinuance of Level Crossing and Road at Mostyn; Extension of Time for Sale of Superfluous Lands; Further Powers in Reference to the Undertakings of the Vale of Neath, Conway and Llanrwst, Merthyr Tredegar and Abergavenny, Ulster, and Belfast and Northern Counties Railway Companies, and Arrangements with those Companies, and Confirmation of existing Agreements; Additional Capital; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the London and North Western Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):

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

A railway commencing in the parish of Llangynider, in the county of Brecon, by a junction with the line of railway firstly described in

and authorized by "The Rhymney Railway (Northern Lines) Act, 1864," at a point 100 yards or thereabouts to the east of the River Rhymney, and in a pasture field in the occupation of Mrs. Anne Thomas, numbered 11 on the deposited plans of the said Railway, in the said parish and county, and terminating in the parish of Merthyr Tydfil, in the county of Glamorgan, by a junction with the Vale of Neath Railway, at a point 30 yards or thereabouts to the south of an engine-shed at the Merthyr Station of the said railway;

A branch railway, commencing in the parish of Merthyr Tydfil, in the county of Glamorgan, from and out of the intended railway firstly hereinbefore described, at a point 113 yards or thereabouts to the south-east of a bridge carrying the Dowlais Railway incline over the tramroad leading from the limestone quarries to the furnaces of the Plymouth Ironworks, in the parish of Merthyr Tydfil, in the county of Glamorgan, and terminating near to and about 12 yards to the south-west of a bridge carrying the Vale of Neath Railway over the Glamorganshire Canal in that parish;

A branch railway, commencing in the parish of Merthyr Tydfil, in the county of Glamorgan, from and out of the intended railway firstly hereinbefore described, at a point 90 yards or thereabouts to the south-east of the Morlais Brook, and 100 yards or thereabouts to the north-east of cottages belonging to the Pen-y-darren Iron Company, and in the occupation of Mary Roberts, John James, Anne Evans, and Evan Bevan, and terminating in the parish of Merthyr Tydfil by a junction with the Dowlais Railway, at a point 15 yards or thereabouts to the east of the engine-house at the top of the Cinder Incline belonging to the Pen-y-darren Iron Company;

Which said intended railway and branch railways 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): Llangynider, Duffryn Upper Division, Duffryn Lower Division, Rhymney, Bute Town, and New Town Rhymney, in the county of Brecon; Gellygaer, Brithdir, Rhymney, Bute Town, New Town Rhymney, Senghenith Common, Pantywain, Merthyr Tydfil, Dowlais, Heolwormwood Upper Division, Heolwormwood Lower Division, Gellifaillog, Pen-y-darren, Garth, Bonyman, Trebedda, Pen-y-a-ruddu, Clyn Mûl, Pwllwhiaid, and Pengaruddû, in the county of Glamorgan:

A railway, commencing in the parish of Llangynider, in the county of Brecon, by a junction with the Merthyr Tredegar and Abergavenny Railway, at a point 184 yards or thereabouts to the west of a viaduct carrying that railway over the River Ebbw, in the parishes of Llangynider and Llangattock, in the county of Brecon, and terminating in the parish of Bedwelty, in the county of Monmouth, at or near a point 27 yards or thereabouts to the south of the south entrance to the Company's Goods Station at Ebbw Vale; which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following (that is to say): Llangynider, Rhyd-y-Blew, Duffryn Upper Division, and Duffryn Lower Division, in the county of Brecon; and Bedwelty, Ebbw Vale, Uchlawn-Coed, Mammole, and Brynbryth, in the county of Monmouth;

A railway to be situate wholly in the township of Saltney, in the parish of Hawarden, in the county of Flint, commencing by a junction with the Chester and Holyhead Railway at a point 150 yards or thereabouts west of the mile post on the said last mentioned railway, denoting two miles and a quarter from Chester, and terminating at a point 220 yards or thereabouts in a straight line drawn from the southern end of the Foundry in the occupation of Messrs. Wood Brothers, in a field belonging to the Most Noble the Marquis of Westminster, in the occupation of the said Messrs. Wood Brothers;

A railway commencing in the parish of Llanrwst, in the county of Denbigh, by a junction with the Conway and Llanrwst Railway, at or near the point where the main line of that railway terminates, and terminating in the parish of Bettws-y-Coed, in the county of Carnarvon, in a field situate on the north side of the Shrewsbury and Holyhead turnpike road, called Cae Llan, otherwise Cae Eglwys, in the occupation of Mrs. Catherine Roberts, and 12 chains or thereabouts eastwards of the Royal Oak Inn at Bettws-y-Coed; which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Tre'rddre, Garthgarmon, otherwise Capel Garmon, and Llanrwst, in the county of Denbigh; Tre-gwydir, Llanrhydwyn, and Bettws-y-Coed, in the county of Carnarvon;

A railway commencing in the parish of Llanbeblig, in the county of Carnarvon, by a junction with the Bangor and Carnarvon Railway at a point 700 yards or thereabouts to the north-east of the platform of the Carnarvon Station, and terminating in the parish of Llanllyfni, in the county of Carnarvon, in a field called Dol, otherwise Werglodd-y-Bala, part of a farm known as Bala-daulyn, in the occupation of Evan Hughes; which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Llanbeblig, Llanwnda, Llandwrog, and Llanllyfni, in the county of Carnarvon:

To empower the Company to construct and maintain on the bed or shore of Menai Straits a wharf situate wholly in the parish of Llanbeblig, in the county of Carnarvon, commencing at or near the public road south of the Carnarvon Station, and leading from the Bangor and Carnarvon turnpike road to the Menai Straits, and extending 400 yards or thereabouts in a north-easterly direction along the Carnarvonshire shore of the Menai Straits:

To empower the Company to construct and maintain a wharf situate wholly in the parish of Llanrhos, otherwise Eglwysrhos, in the county of Carnarvon, commencing 40 yards or thereabouts north of the point where the road from Treganwy, otherwise Diganwy, to the shore crosses the Saint George's Harbour Railway on the level, and extending 440 yards or thereabouts in a southerly direction along the eastern shore of the River Conway:

To enable the Company to make an alteration or deviation within the townships of Bychton and Mostyn, or either of them, in the parish of Whitford, in the county of Flint, of the turnpike road leading from Greenfield to Mostyn,

to commence 580 yards or thereabouts north-west of the point where the said turnpike road crosses the Chester and Holyhead Railway on the level, and to terminate at a point on the road heretofore part of the old turnpike road from Greenfield to Mostyn, opposite to the shop or building in the occupation of Enoch Lewis, and to carry the road over the railway by a bridge instead of on the level, and to stop up and discontinue as a public thoroughfare, and to appropriate to the purposes of the Company, so much of the site of the existing road between the points aforesaid as they shall think fit:

To empower the Company to acquire by compulsion or agreement lands and houses for all or any of the purposes aforesaid, and also the lands and houses hereinafter described or referred to (that is to say):

Certain lands and houses, situate in the parish of Dwygyfylchi, in the county of Carnarvon, forming a strip of land 55 yards or thereabouts in width, on each side of the Chester and Holyhead Railway, and running parallel therewith and adjoining thereto (save and except such of the said lands as now belong to the London and North Western Railway Company), and extending from the western side of the bridge which carries the tramway of Messieurs Raynes, Lupton, and Company over the said Chester and Holyhead Railway, in an easterly direction, for 660 yards or thereabouts; and another strip of land parallel with the said tramway, 30 yards or thereabouts in width on the eastern side thereof, extending from the turnpike road leading from Conway to Bangor, in a northerly direction, 110 yards or thereabouts;

Certain land and property, situate in the parishes of Gyffin and Dwygyfylchi, in the county of Carnarvon, known as Llyn Gwern Engan;

Certain land and property, situate in the parishes of Llanfihangel-yn-Howyn and Llanfair-yn-Neubwll, in the county of Anglesey, lying between a mill in the said parishes, or one of them, called Carnau Fresh Water Mill (including the site of the said mill), and the Chester and Holyhead Railway, and situate near to or adjoining the Carnau River on each side thereof:

Certain land and property, situate in the township of Golftyn, in the parish of Northop, in the county of Flint, bounded on the east by the public road leading from Connah's Quay to the turnpike road which leads from Queensferry to Flint, on the north by the Chester and Holyhead Railway, on the west by the branch railway connecting the Buckley Railway with the said Chester and Holyhead Railway, and on the south by the said turnpike road leading from Queensferry to Flint;

Certain land and property, situate in the townships of Coleshill Fawr and Coleshill Fethan, or one of them, in the parish of Holywell, in the county of Flint, forming a strip of land 30 yards or thereabouts in width, on each side of the Chester and Holyhead Railway, and running parallel with and adjoining that railway, and extending in an easterly direction from the Cop, known as "Panton's Cop," 700 yards or thereabouts;

Certain land and property, situate within the township of Greenfield, in the parish of

Holywell, in the county of Flint, forming a strip of land 50 yards in width or thereabouts on each side of the Chester and Holyhead Railway, and running parallel with and adjoining that railway, and extending from the public road leading from Holywell to the Greenfield Wharf, in an easterly direction, 110 yards or thereabouts;

Certain lands and houses, in the parish of Abergavenny, in the county of Monmouth, bounded on the north by the turnpike road leading from Abergavenny to Brecon, on the south by the garden of the Abergavenny Union Workhouse, and on the south-east by the Merthyr, Tredegar, and Abergavenny Railway;

Certain land and houses, situate within the parish of Holyhead, in the county of Anglesey, abutting on the west side of the old post road leading from Four Mile Bridge to Holyhead, and extending along the said post road from Rhos-y-Gaer to the road leading to the old brewery;

To vary and extinguish all existing rights and privileges connected with any lands and houses proposed to be purchased or appropriated for the purposes of the intended Act which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges:

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, tramways, canals, rivers, and streams, within or adjoining to the aforesaid parishes and townships which it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act:

To authorise the Company to levy tolls, rates, and duties, for or in respect of the said railways and works, and to grant exemptions from the payment of such tolls, rates, and duties:

To extend the time for the sale by the Company of all or any lands acquired by them, which are not or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company with reference to the sale and granting of leases of lands held by the Company or otherwise in relation thereto:

To extend the time limited by "The Merthyr, Tredegar, and Abergavenny Railway (Leasing) Act, 1862," and "The Merthyr, Tredegar, and Abergavenny Railway Act, 1863," respectively, for the laying down of a second line of rails on the Merthyr, Tredegar, and Abergavenny Railway, and to alter and amend or repeal the provisions of those Acts, or either of them, with reference thereto:

To empower the Company and the respective holders of shares or stock in the capital of the Conway and Llanrwst Railway Company to agree for the conversion of such shares or stock into stock of the Company, upon such terms as may be mutually agreed upon:

To provide, if need be, for the dissolution of the Conway and Llanrwst Railway Company, and the winding up of their affairs, and for the more complete and effectual vesting of their undertaking in the Company:

To confirm and give effect to all or any agreements made between or on behalf of the Company and the Conway and Llanrwst Railway Company, and the holders of shares or stock in the capital of that Company respectively, with reference to all or any of the matters aforesaid:

To empower the Company and the Vale of Neath Railway Company to enter into and carry into effect contracts and agreements with reference to the transmission of traffic upon and over the railways, or any part thereof, of the Company and the Vale of Neath Railway Company respectively; and with respect to the interchange of traffic between their respective railways, and the fixing and ascertaining, and the division and apportionment between the said Companies of the tolls, rates, and charges arising from such traffic; and with reference to the user by either of the Companies of portions of the undertaking of the other of such Companies; and to confirm any agreements already made between the said Companies in relation to any of the matters aforesaid:

To empower the Company on the one hand, and the Ulster Railway Company and the Belfast and Northern Counties Railway Company, or either of them, on the other hand, to enter into and carry into effect contracts and agreements with reference to the transmission of traffic upon and over the railways, or any part thereof thereof, of the Company and the Ulster Railway Company and the Belfast and Northern Counties Railway Company respectively; and with respect to the interchange of traffic between their respective railways, and the fixing and ascertaining and the division and apportionment between the said Companies of the tolls, rates, and charges arising from such traffic:

To empower the Company, from time to time, to supply water in bulk from their station at Holyhead, not required for their own purposes, to any local board, or other local authority, and to any Company or person respectively, and also to empower the Company, and any local board or other local authority, and any such Company or person, to enter into contracts and agreements with reference to the purposes aforesaid, or any of them:

To authorise the Company to increase their capital, and to raise a further sum of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, by the creation of new shares, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any of such means, and also to apply to all or any of such purposes, any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors:

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions or the several Acts following, or some of them, directly or indirectly relating to the London and North Western Railway Company (that is to say): local and personal Acts, 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict., cap. 67; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict., caps. 201 and 204; 18 and 19 Vict., caps. 172 and 194; 19 and 20 Vict., caps. 52, 69 and 123; 20 and 21 Vict., caps. 64, 98,

and 108; 21 and 22 Vict., caps. 130 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict., caps. 77 and 79; 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict., caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vict., caps. 5, 108, 177, 208, and 217; and 27 and 28 Vict., caps. 194, 226, 263, 273, 288, and 296:

Also of the following Acts, or some of them, relating to the Conway and Llanrwst Railway Company (that is to say); 23 and 24 Vict., cap. 149; 24 and 25 Vict., cap. 179; and 26 and 27 Vict., cap. 217:

Also of the Act 9 and 10 Vict., cap. 341; and any other Act or Acts relating to the Vale of Neath Railway Company.

Also of the Act 22 and 23 Vict., cap. 59; and any other Act or Acts relating to the Merthyr Tredegar and Abergavenny Railway Company.

Also of the Act 6 Wm. IV., cap. 33; and any other Act or Acts relating to the Ulster Railway Company.

Also of the Acts 8 and 9 Vict., cap. 81; and 23 and 24 Vict. cap. 46; and any other Act or Acts relating to the Belfast and Northern Counties Railway Company.

And notice is hereby also given, that on or before the 30th day of November instant, a published map and plans and sections relating to the objects of the proposed Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited as follows (that is to say): As regards the works and lands in the counties of Brecon, Glamorgan, and Monmouth, with the Clerk of the Peace for the county of Brecon, at his office at Brecon; and with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff; and with the Clerk of the Peace for the county of Monmouth, at his office at Newport; as regards the works and lands in the county of Carnarvon, with the Clerk of the Peace for the county of Carnarvon, at his office at Carnarvon; as regards the works and lands in the county of Flint, with the Clerk of the Peace for the county of Flint, at his office at Mold; as regards the works and lands in the county of Denbigh, with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin; and as regards the lands in the county of Anglesey, with the Clerk of the Peace for the county of Anglesey, at his office at Beaumaris; and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made or lands are situate, together with a copy of this notice as published in the London Gazette, will, on or before the said 30th of November, 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.

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

Dated this 9th day of November, 1864.

James Blenkinsop, Solicitor of the said Company.

Herne Bay Fishery.

Change of Name—Extension of Fishery and Oyster Grounds—Powers to Board of Trade and Woods and Forests—Purchase of Lands—Acquisition of Breeding Grounds, Penalties—Amendment of Act, &c.

APPPLICATION will be made to Parliament in the next Session, for leave to bring in a Bill for an Act for all or some of the purposes following:—

1.—To change the name of the Herne Bay, Hampton, and Reculver Oyster Fishery Company (hereinafter called "The Company") to the name of the Herne Bay Fishery Company.

2.—To repeal section 32 of the Herne Bay Fishery Act, 1864, (hereinafter called "the Act"), and to re-enact it wholly or in part with Amendments, and to confer on the Board of Trade authority in relation thereto.

3.—To amend or repeal Section 38 of the Act, and to define the limits of the Oyster Grounds to which the Act relates, and to confer authority on the Board of Trade in relation thereto.

4.—To extend the Company's several Fishery and Oyster Grounds, so as to include therein that part of the Estuary of the River Thames which is situate within the several parishes or places of Whitstable, Whitstable-street, Swalecliffe, Tankerton, Herne, Herne Bay, Reculver, Church-street, Chisleth, and St. Nicholas-at-Wade, all in the county of Kent or some of them, and the extra-parochial or other places adjacent thereto, which are comprised within the following lines:—

First.—Westward. An imaginary straight line drawn from a point (E) at Trinity high water mark, on the shore of the parish of Whitstable, distant 128 chains, or thereabouts, westward from the point (A) mentioned in Section 38 of the Act, in a direction north, 7 degrees west to a point (F), distant 210 chains, or thereabouts, from the point (E).

Second.—Northward. An imaginary straight line drawn from the point (F), in a direction East, 4 degrees north to a point (C), distant 433 chains, or thereabouts, from the point (F), and 75 chains, or thereabouts, from the northern boundary of the Company's present Oyster Grounds.

Third.—North-Eastward. An imaginary straight line drawn from the point (G), in a direction south, 58 degrees east to a point (H), distant 88 chains, or thereabouts, from the point (C) mentioned in Section 38, the distance between the points (G) and (H) being 131 chains, or thereabouts.

Fourth.—In part Southward. An imaginary straight line drawn from a point (H) to the point (B) mentioned in Section 38, and distant 404 chains, or thereabouts, from the point (H), being part of the northern boundary line of the Company's present Oyster Grounds.

Fifth. Eastward. An imaginary straight line drawn from the point (B), mentioned in Section 38, to the point (A), mentioned in that Section, and distant 110 chains or thereabouts from the point (B), being the western boundary line of the Company's present Oyster Grounds.

Sixth.—In other part southward. The line of Trinity high water mark from the point (A) mentioned in Section 38, to the point (E).

5.—To provide for the exercise of certain public rights within those extended limits.

6.—To define the limits of the Company's Oyster Grounds under the Act, and the intended

Act, and to confer on the Board of Trade authority in relation thereto.

7.—To extend and apply the powers and provisions of the Act as amended by the intended Act to the Company's several fishery and oyster grounds, under the Act and the intended Act, and to confer on the Board of Trade and the Commissioners of Her Majesty's Woods and Forests authority in relation thereto.

8.—To authorize the Company to erect and maintain at the point (E) a Boundary Stone, and to take by compulsion or agreement, land for the purpose, and to provide and maintain buoys for denoting the seaward limits of their extended oyster grounds.

9.—To free the Company from the obligation of maintaining buoys denoting the Northern Boundary of their present oyster grounds westward of the point (H).

10.—To authorize the Company to acquire by compulsion or agreement, and to use lands within the limits of their present and intended oyster grounds, and also within the limits shewn on the deposited plans referred to in the Act.

11.—To authorize the Company by agreement to acquire by purchase, lease, license, and otherwise, breeding grounds for oysters, and rights and privileges relating to the breeding of oysters, and to breed oysters and do all things incidental thereto.

12.—To repeal Section 45 of the Act and re-enact it in whole or in part with amendments.

13.—To amend Section 48 of the Act and to confer on the Company further remedies and impose further penalties in cases of interference with their property, rights, and privileges.

14.—To confer on the Board of Trade authority to enquire and certify as to rights, powers, obligations, and liabilities under the Act and the intended Act respectively and acts and defaults in relation thereto, and to give effect to their certificates.

15.—To provide that the Company shall be a Railway Company within the meaning of "The Railway Company's Act, 1864."

16.—In other respects to amend the Act, and to confer, vary, or extinguish rights and privileges.

17.—All or some of the provisions of "The Company's Clauses Consolidation Act, 1845," "The Company's Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," will be incorporated with the intended Act.

18. On or before the 30th day of November, 1864, duplicate plans, showing the lands intended to be taken, 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 at the office, at Maidstone, in the county of Kent, of the Clerk of the Peace for the county. And a copy of so much of the plans as relates to each parish in which any lands intended to be taken are situate, together with a copy of this notice, and of so much of the book of reference as relates to the parish, will be deposited with the parish clerk of each such parish, or, in the case of an extra-parochial place, with the clerk of some parish immediately adjoining thereto.

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

Noakes, Carlisle, and Francis, Solicitors,
8, Finch-lane, Cornhill.
Marriott and Jordan, Parliamentary Agents,
22, Parliament-street, Westminster.

Ross Improvement.

(Repeal of existing Act; Appointment of New Improvement Commissioners; Powers as to Improvement; Markets; Gas, and Water.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for the more effectual improvement of the town and suburbs of Ross, in the county of Hereford, and to repeal the Act (local), 11 Geo. IV., cap. 48.

To provide for the going out of office of the Commissioners (herein called "the old Commissioners"), acting under the authority of the said Act intended to be repealed, and to appoint and incorporate a new body of Commissioners (herein called "the Commissioners") for executing the purposes of the said intended Act, within the aforesaid town, and so much of the parishes of Ross and Bridstow as is situate within a distance of 1,000 yards, measured in a direct line from the Town Hall, in the said town, or within such smaller limits as may be prescribed by the intended Act.

To vest in the Commissioners the property (if any) of the old Commissioners, and to enable the Commissioners to repair, improve, and manage and maintain all public roads, streets, ways, and other places within the said limits; to terminate the powers of all turnpike road trustees and waywardens with respect to such roads and streets, and to abolish the levying of turnpike tolls within the said limits.

And it is also proposed by the said intended Act to effect the following objects, or some of them (that is to say):—

To enable the Commissioners to pave, cleanse, light, water, and otherwise improve the streets, ways, lanes, and other public passages and places within the said limits; to improve and extend the present system of drainage therein, and to make all necessary provisions with respect to sewers and drains (both public and private), and to construct, hold, and maintain works for drainage and sewerage, and for collecting and storing sewage manure, and for the utilization of sewage, with all proper appurtenances and conveniences connected therewith, and to prevent the discharge of sewage or other offensive matter into any stream.

To enable the Commissioners to prevent and remove obstructions, projections, and ruinous and dangerous buildings, and to pave or flag, or compel the paving and flagging of foot-paths, courts, and other places, and to alter, divert, or stop up inconvenient or unnecessary highways and foot-paths, and other ways and passages within the said limits.

To provide and regulate weighing machines and slaughter-houses, and to licence and regulate, prohibit, or restrict the use of any private slaughter-houses now existing, or hereafter to be established within the said limits, and to restrict the slaughter of animals elsewhere than in licensed slaughter-houses.

To prohibit, regulate, or restrict dangerous or noisome trades, manufactories, and businesses, and the storing of gunpowder, and to prohibit and remove nuisances and obstructions, smoke, and noisome gases, itinerant shows, offences, noises, dangerous animals, street music, and offences against decency and morality, and to make all necessary provisions with reference to the sanitary and general improvement and other regulations within the said limits.

To confirm the contract entered into between the old Commissioners and Kingsmill Manly Power, Esq., for the purchase of the tolls payable to him, as lord of the manor of Ross, and of the

Ross Town Hall and manor pound, and to enable the Commissioners to carry out the same.

To enable the Commissioners to manage, maintain, and regulate the existing market places, and to sell, or remove the same, and to establish and maintain other market places, sites, and buildings for markets, with approaches thereto, and other works and conveniences, and to fix the days for holding markets and fairs, and the duration thereof.

To enable the Commissioners to purchase, by compulsion or agreement, for the purposes of a market or markets (and for approaches thereto), lands and buildings situate in the parish of Ross, and bounded on the south-east by a new road, called Cantelupe-road; on part of the north-west by a certain other road or street, called Henry-street; on other part of the north-west by gardens and premises belonging to George Thomas Taylor and Henry Southall; and on the remaining part of the north-west by the street called Broad-street; and on part of the north-east by messuages, buildings, yards, and gardens belonging respectively to William George and Joseph Turnock; on other part of the north-east by yards and buildings belonging to Edward Jones, the devisees of William Smart, and Henry Drew, respectively; and on the remaining part of the north-east by a public highway, leading from Station-street to the Ross railway station, and to Smallbrook; and on the east by the last-mentioned highway; and on the south-west by the road or way leading from Broad-street to Henry-street aforesaid, and which said lands and buildings so intended to be taken, as aforesaid, belong to Henry Richards Luckes and John Henry Skyrme, Henry Minett, the assignees and mortgagees of John Cooke, George Preece, the devisees of James Seymour, John B. Kemp, George Thomas Taylor, Henry Southall, and the devisees of Richard Buckman, respectively.

To enable the Commissioners to let the markets and market-places, stands, stalls, and shops, weighing-machines, and slaughter-houses, and the tolls, rents, and stallages, and other duties and profits arising therefrom.

To prohibit the hawking, display, or sale of any animal, marketable provisions, commodities, merchandize, or things in the streets and public places, or elsewhere than in the authorized market-places.

To enable the Commissioners to supply gas and water for public, manufacturing, and domestic purposes within the said limits, or any place adjoining or near thereto: and for such purposes, to break up roads, ways, and streets, and to lay down, construct, and maintain mains, pipes, and plugs, and other works, and to enter into contracts with any gas or water company respectively, and any other body or persons, for supplies of gas and water, on terms to be agreed upon, or in default of agreement to be settled by arbitration, and to require and compel those companies, bodies, and persons to afford such supplies, and to hire or contract for motive or other power by agreement for any such purposes.

To confirm the contract entered into between the old Commissioners and James Harris for the sale to him of the present gas works, &c., and of the right to supply gas, with power to carry out the said contract, and to repurchase and lease the said works and rights, and again to lease the same.

To enable the Commissioners to construct and maintain the following waterworks, with all proper conveniences connected therewith.

An aqueduct, conduit, or pipe, commencing in the bed of the river Wye, in the parish of Brid-

stow, at a point being seventy yards, or thereabouts, above the mouth of the brook, there dividing the parcels of land, situate in the said parish of Bridstow, numbered respectively 141 and 140 on the tithe commutation map of the said parish, and thence through the said parcel of land numbered 141, and through, over, or under the said brook, and thence through the said parcel of land numbered 140, to and terminating at the reservoir and filter beds firstly hereinafter described, that is to say,—

A reservoir and filter beds, situate in the said parishes of Ross and Bridstow, to be made and constructed in or upon the said parcel of land, in the parish of Bridstow, numbered 140, and in or upon the adjoining parcel of land, situate in the parish of Ross, numbered 719 on the tithe commutation map of the said parish of Ross, and which said site of the said reservoir and filter beds is in extent one acre, or thereabouts, and is bounded by the river Wye on the west, by the rope walk on the south-east, by the remaining part of the said parcels of land numbered 140 in Bridstow and 719 in Ross on the north, and by a wharf or yard in the occupation of Joseph Evans, and by yards and buildings in the occupation of William Newton on the south, and is the property of William Powell Hooper.

A pumping engine and station situate at the south end of the said rope walk, in the said parish of Ross, to be constructed on the site of certain lands, gardens, buildings, and yards belonging to William Powell Hooper and the Misses Hardwick and William Newton, respectively, and on the site of the present waterworks of Samuel Bennett Wall, and the buildings adjoining thereto belonging to the said Samuel Bennett Wall, and bounded on the west by the River Wye, on the east by a passage or way leading southward, to the bottom of the dock steps, on the north by the said parcels of land intended to be taken for the said reservoir and filter bed, and the rope walk and brook there, and on part of the south by a certain parcel of land, numbered 138 on the tithe map of the said parish of Bridstow, and on the other part of the south by the way leading from the River Wye to the dock steps.

An aqueduct, or conduit, or line of pipes, commencing at the said pumping engine or station, and passing through or into the said parishes of Bridstow and Ross, or one of them, and terminating at or in a certain parcel of land in the said parish of Ross, belonging to Harriet Astrea Jones and others, and in the occupation of William Vinor Bonnor, and numbered 175a on the tithe commutation map of the said parish of Ross.

A reservoir or reservoirs for storing water, to be made and constructed in the said parcel of land, belonging to the said Harriet Astrea Jones and others, numbered 175a, and in the adjoining parcel of land also belonging to the said Harriet Astrea Jones and others, and in the occupation of the said William Vinor Bonnor, and numbered 175 on the tithe map of Ross, and bounded by Corps Cross Meadow, numbered 174 on the said tithe map of Ross on the north, by the turnpike road from Ross to Walford on the west, and by the other parts of the said fields, numbered 175a, and 175 on the east and south, and for that purpose to take one acre, or thereabouts, of the said parcels of land numbered 175a and 175.

An aqueduct, conduit, or pipe in the said parish of Ross, commencing in a certain parcel of land in the said parish of Ross, numbered 84 on the tithe commutation map of the said parish, in the occupation of Henry Bailey, and being part of the Alton Court Estate, and passing through or over the said parcel of land into and through or

over the parcels of land numbered 81 and 83 on the said tithe map, and in the occupation of Nathaniel Skipp, thence under the highway leading from Alton-street to the Marsh, thence through or over the parcels of land numbered 116, 117, and 470, on the said tithe map, and in the occupation of George Strong, Esquire, thence across, through, or under the turnpike-road from Ross to Gloucester, and along or under the public highway there, leading from Smallbrook to Broadmead-terrace, thence through or over the parcels of land numbered 477 and 666 on the said tithe map of Ross, and terminating in a certain garden belonging to the Devises of the late Edward Prichard, in the occupation of Robert Pye, adjoining the road leading from Over-Ross-street to Maud's Meadow and the Homs Farm.

A pumping engine and station situate in the said parish of Ross, on the site of the said garden, and of yards and buildings adjoining thereto, also the property of the Devises of the late Edward Prichard, and in the respective occupations of the said Robert Pye and Henry Howell.

An aqueduct, or conduit, or line of pipes, commencing at the said last-mentioned pumping engine and station, and passing through the said town and parish of Ross, and terminating at the said reservoir, to be made and constructed on or in the said parcels of land numbered 175a and 175, situate in the said parish of Ross.

A reservoir or tank, and a pumping engine and station connected therewith, in the parish of Ross, in or upon the said parcel of land numbered 83 on the tithe map of Ross, and also connected in the said parcel of land with the said aqueduct, conduit, or pipe, to be commenced in the said parcel of land numbered 84, on the said Alton Court Estate, and for that purpose to take the said parcel of land No. 83, being in extent 1a. 1r. 29p. or thereabouts.

And also an aqueduct, conduit, or line of pipes, commencing at the said last-mentioned pumping engine and station, and passing through the said parish of Ross, and terminating at the said reservoir, to be made and constructed on or in the said parcels of land numbered 175 and 175a, situate in the said parish of Ross.

To enable the Commissioners to divert and take into the said intended waterworks the waters of the river Wye, and of the several streams running through or from the said several parcels of land in the said parish of Ross, numbered respectively 84, 81, and 83, and the adjoining parcel of land numbered 79 on the tithe commutation map of Ross, and all other waters and streams which can or may be intercepted by means of the intended works, or any of them, and to purchase or take on lease, lands or buildings, easements, waters, and springs, by compulsion or agreement, for all or any of the purposes of the intended Act, and to vary and extinguish rights connected with any lands, buildings, waters, or springs, to be taken by the Commissioners.

To provide for the sale and transfer to the Commissioners, and the purchase by them, by compulsion or agreement, of the undertakings, or part of the undertakings, and all or some of the lands, works, buildings, property, estate, and effects, rights, powers, and privileges connected therewith, or relating thereto, of the proprietor of the existing waterworks and hereinbefore described.

To enable the Commissioners to lay down and maintain mains, pipes, culverts, and other works, for the supplying and distribution of water and gas in, under, or across the streets, roads, and other public places, and for that purpose, and

also for the purpose of sewers, and drains, and other works, to break up, alter, or divert, or stop up, either temporarily or permanently, turnpike or other roads, streets, highways, footpaths, bridges, public places, railways, tramways, sewers, drains, streams, and water-courses within the said limits.

To confer all such powers and privileges as are usually conferred by Parliament upon public bodies for the supply of water, and for the manufacture and supply of gas, coke, and other products, or that may be useful and proper for such purposes, or any of them.

To enable the Commissioners to levy rates and rents for all or any of the purposes of the intended Act, and to confer, vary, or extinguish exemptions from the payment of any such rates or rents, and to alter existing rates.

To enable the Commissioners to apply any money or property belonging to, or to be received by them, for carrying into effect all or any of the objects of the said intended Act, and to borrow money on the credit of the tolls, rates, rents, charges, and other payments, to arise under the said Act, or on the credit of all, any, or either of them, or on the credit of any markets, market-houses, or other buildings, or all or any of them, or on any other property whatsoever belonging, or which may hereafter be acquired by, or belong to the Commissioners, and to make all other necessary provisions for raising money for the purposes of the said intended Act.

To enable the Commissioners to make and alter bye-laws and regulations for all or any of the purposes of the intended Act, and to impose penalties for any breach or non-performance thereof.

To enable the Commissioners to let on lease, or to sell and dispose of any lands, easements, hereditaments, effects, and property, which, under the said intended Act, will be acquired by or vested in the Commissioners.

And it is also proposed to vary and extinguish all existing rights and privileges which might in anywise interfere with the attainment of any of the objects of the said intended Act, and to incorporate therewith and confer upon the said Commissioners all or some of the powers and provisions of "The Lands Clauses Consolidation Act, 1845," "The Commissioners Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Markets and Fairs Clauses Act, 1847," "The Police Clauses Act, 1847," "The Gas Works Clauses Act, 1847," "The Water Works Clauses Act, 1847 and 1863," "The Public Health Act, 1848," and "The Local Government Act, 1858,"—Amendment Act, 1861.

And notice is hereby further given, that duplicate plans, describing the lands and buildings proposed to be taken for a market, and plans and sections of the said intended water 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; and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Hereford, at his office in Hereford, and on or before the same day, a copy of the said notice, and of so much of the said plans, section, and book of reference as relates to each parish, in which any lands intended to be purchased, or works made, are situated, will be deposited with the parish clerk of each such parish, at his residence.

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

copies of the Bill, for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1864.

William Powell Hooper (Clerk }
to the Commissioners), } Ross.
Henry Minnett, }

Solicitors for the Bill.
Pritt, Sherwood, Venables, and Grubbe,
7, Great George-street, Westminster,
Parliamentary Agents.

Dewsbury, Batley, and Heckmondwike Waterworks.

(Construction of New Reservoirs and Works ; Alteration or Repair of Dunford Bridge Reservoir ; Power to Borrow Money ; Alteration of Rates, &c. ; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the Mayor, Aldermen, and Burgesses of the borough of Dewsbury (being and acting as the Local Board of Health for the said borough and district), and the Local Boards of Health for the respective districts of Batley and Heckmondwike, all in the West Riding of the county of York, hereinafter called "The United Boards," to carry into effect the following purposes, or some of them ; that is to say :—

To alter or amend some of the powers and provisions of "The Dewsbury, Batley, and Heckmondwike Waterworks Act, 1856," and "The Dewsbury, Batley, and Heckmondwike Waterworks Amendment Act, 1861," or otherwise to repeal the said Acts and re-enact with amendments certain of the provisions thereof.

To authorise the construction and maintenance of the following waterworks, or some of them, with all proper embankments, approaches, weirs, culverts, bye-washes, gauge-basins, and other works and conveniences of whatever description connected therewith respectively ; that is to say :—

1. A reservoir on the stream known as Windleden Clough Beck, the embankment of which will be placed at or near the point at which the water of such stream is diverted by means of the conduit constructed by the United Boards, from which point the reservoir will extend up the said stream to or near its division into two streams known as the Carr Bottom Dike and the Broad Clough, which reservoir will be wholly situated within the township of Thurlston, in the parish of Penistone, in the West Riding of the county of York.

2. Another reservoir on the said stream called Windleden Clough Beck, the embankment of which will be placed about 50 yards above the point at which the wall or fence forming the southerly boundary of the Bance Edge Plantation crosses such stream, from which embankment the reservoir will extend up the said stream in a southerly direction for a distance of 34 chains or thereabouts, which reservoir will be wholly situated in the township of Thurlstone, and parish of Penistone aforesaid.

3. An aqueduct or line of pipes, commencing in or at the conduit leading from the Windleden Clough to the Dunford Bridge Reservoir aforesaid, at a point about 20 yards to the east of the southerly end of the embankment of such reservoir, and terminating at or in the conduit or watercourse belonging to the United Boards, leading from the said Dunford Bridge Reservoir to the Broadstone Reservoir of the United Boards,

within 150 yards from the tower erected on the easterly end of the syphon-pipe belonging to the United Boards which crosses the Harden Clough, which aqueduct or line of pipes will be wholly within the township of Thurlstone, in the parish of Penistone aforesaid, and will divert water which at present flows into the said Dunford Bridge Reservoir.

4. To alter or repair the embankment of the Dunford Bridge Reservoir, or otherwise to construct a new embankment or dam, near and within the site of the existing dam or embankment, which alteration or new embankment will be wholly situate in the said township of Thurlstone, and parish of Penistone.

5. To alter the statutory provisions at present applicable to the Dunford Bridge Reservoir and the rights of mills and millowners in reference thereto, and to enact other provisions in lieu thereof.

6. To authorise the United Boards to take or purchase by compulsion lands and buildings in the several parishes, townships, or places aforesaid, for the purposes of the undertaking, and to purchase lands and buildings by agreement, and to take or purchase by compulsion or agreement and appropriate to the purposes of the undertaking any springs, streams, waters, and watercourses which can be diverted into all or any of the said intended reservoirs or works, and the rights and privileges incidental thereto, all which waters now flow directly or derivatively into the River Dun Navigation, and to confirm all or any purchases of lands or buildings, springs, streams, waters, or watercourses heretofore made by the United Boards, and to alter, vary, or extinguish all existing rights or privileges in relation thereto, or which could in any manner impede or interfere with the objects and purposes of the intended Act, and to cross, stop-up, alter, or divert all such highways, railways, tramways, streams, watercourses, and works of any description, as it may be necessary to interfere with in carrying all or any of the purposes aforesaid into effect, and to confer other rights and privileges.

7. To enable the United Boards to apply to the purposes of the said Act any funds or moneys or rates or rents belonging to them in respect of their existing waterworks or otherwise or from the mortgage of such works or which they are or may be empowered to raise, and to authorise the United Boards to raise additional funds for all or any of the purposes of the said Act by borrowing under such provisions as Parliament may sanction.

8. To alter and vary all or some of the rates, rents, and charges authorised by "The Dewsbury, Batley, and Heckmondwike Waterworks Act, 1856," and "The Dewsbury, Batley, and Heckmondwike Waterworks Amendment Act, 1861," or otherwise payable to the United Boards, or any of them for the supply of water for domestic or other purposes, and to authorise the levying of other rates, rents, and charges, and to confer vary, or extinguish exemptions from payment of rates, rents, and charges.

And notice is hereby further given, that a plan and section in duplicate of the intended works, showing the lines and levels thereof, and the lands to be taken under the compulsory powers of the intended Act, and a book of reference to such plans will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place will be deposited in the case of a

parish, with the parish clerk of such parish, at his place of abode, and in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence, and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this notice, and that 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 eleventh day of November, 1864.

Chas. Walker, Dewsbury ;

Thomas Dean, Batley ;

Solicitors for the Bill.

Cambrian Railways.

(Coast Extension.)

(New Railways from Morben to Aberdovey, and from near the Corbet Arms Hotel to the Landing Stage at Aberdovey; Embankments, Quays, Wharves, and Piers at Aberdovey; Running Power over parts of Aberystwith and Welsh Coast Railway; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to authorize the Cambrian Railways Company, hereinafter called "the Company," to make and maintain the following railways and embankments, with all necessary and proper stations, wharves, quays, piers, jetties, buildings, works, and conveniences connected therewith respectively, that is to say:—

A railway hereinafter called "Morben Railway," commencing near Morben, in the parish of Machynlleth, in the county of Montgomery, by a junction with the portion of the railway of the Aberystwith and Welsh Coast Railway Company (hereinafter called "Coast Company,"), which is between Machynlleth and Aberystwith (and which portion is hereinafter called "Aberystwith Railway,"), at or near a point two chains east of the post denoting $3\frac{1}{2}$ miles from the junction of the Aberystwith Railway with the Cambrian Railway at Machynlleth, and passing thence, from, through, or into, the several parishes, townships, and extra-parochial, or other places following, or some or one of them, that is to say:—Machynlleth and Is-y-garreg, in the parish of Machynlleth, in the county of Montgomery, Towyn, Cyn-fal-fawr, Dysyrnant, Cefnrhos-ucha, Cefnrhos-issa, Cynfal-fach, Trefrion, Vaenol, Is-yr-afon, Dauddyffryn, Maestrefnant, Llanerchgoediog, Gwyddelfynydd, and Aberdovey, in the county of Merioneth, and terminating at or near Penhelig, at or near Aberdovey, in the last named county, by a junction with the line of the Coast Company, authorized by the Aberystwith and Welsh Coast Railway Act, 1861, and therein called Railway No. 2, and being at or near a point one mile seven furlongs and two chains, or thereabouts, from the commencement of that authorized railway, and which junction is hereinafter called "the proposed Penhelig junction."

A railway, hereinafter called "Mindovey Railway," commencing by a junction with the railway of the Coast Company, at or near a certain field or piece of land, numbered on the plans referred to in the "Aberystwith and Welsh Coast Railway Act, 1861," 229, in the parish of Towyn, near the Corbet Arms Hotel, at Aberdovey, and ending at the proposed Penhelig junction; and which railway will be wholly within the several parishes, townships, and extra-parochial, or other places following, or some or one of them, that is to say:—Aberdovey, Towyn, Cynfal-fawr, Dysyrnant, Cefnrhos-ucha, Cefnrhos-issa, Cynfal-fach, Trefrion,

Vaenol, Is-yr-afon, Dauddyffryn, Maestrefnant, Llanerchgoediog, and Gwyddelfynydd, in the county of Merioneth.

An embankment with wharves and quays, and with a railway or tramway thereon, on the foreshore or slob of the estuary of the River Dovey, at Aberdovey, in the parish of Towyn, in the county of Merioneth, and commencing at or near the proposed Penhelig junction, and terminating at or near a point fifty yards to the south-west of the Aberdovey landing stage, together with a pier or landing-place on or in the said foreshore or slob, or the bed or site of the said estuary or river, in connection with, of the intended Mindovey Railway, at or near the Aberdovey landing-stage, and which will be wholly within the parishes, townships, and places following, or some or one of them, that is to say:—Aberdovey, Towyn, Cynfal-fawr, Dysyrnant, Cefnrhos-ucha, Cefnrhos-issa, Cynfal-fach, Trefrion, Vaenol, Is-yr-afon, Dauddyffryn, Maestrefnant, Llanerchgoediog, and Gwyddelfynydd, in the county of Merioneth.

And it is proposed by the intended Act to authorize deviations from the line and levels of the railway, and embankments, as shown upon the plan or section hereinafter referred to within the limits usually authorized by Parliament, or to be prescribed by the said Act, and to confer upon the Company 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, rivers, streams, reservoirs, canals, navigations, waters, watercourses, mains, pipes, bridges, telegraph-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 also powers to apply to the purposes of the undertaking any funds belonging to the Company, or which they may be authorized to raise, and to raise further capital by the creation of ordinary, guaranteed, or preference shares or stock, or by mortgage, or otherwise.

And it is proposed by the intended Act to authorize the Company to run over, and use with their engines and carriages of every description, and for the purposes of their traffic, and to be carriers upon all or some of the following parts of the existing or authorized railways of the Coast Company, that is to say:—so much of the Aberystwith Railway as intervenes between the Cambrian Railway at Machynlleth and the commencement or junction with it of the intended Morben Railway, and so much of the railway authorized by the Aberystwith and Welsh Coast Railway Act, 1861, and therein called Railway No. 2, as is between the proposed Penhelig junction and opposite the Corbet Arms Hotel, and also the Aberdovey station and other stations thereon respectively, and the buildings, works, and conveniences at, or belonging to, or connected with such stations or the parts of the railway to be run over and used upon payment of such tolls or other remuneration, and upon such terms and conditions as may be agreed upon between the two companies, or failing agreement, as may be settled by arbitration or other-

wise, as may be prescribed in, or provided for by the intended Act.

And it is proposed by the intended Act to alter, amend, or repeal some of the provisions of the several local and personal Acts of Parliament following, that is to say:—Acts relating to the Company 27 and 28 Vic., caps. 97, 147, 161, 262, and 263.

And all other Acts, if any, relating to the Company; Acts relating to the Coast Company, 24 and 25 Vic., cap. 81; 25 and 26 Vic., caps. 176 and 212; 26 and 27 Vic., caps. 141 and 179; 27 and 28 Vic., cap. 147; and all other Acts (if any) relating to the Coast Company, the Dovey Reclamation Act, 1862, and all other Acts, if any, affecting the River Dovey, or the estuary thereof.

And notice is hereby further given, that plans and sections in duplicate of the intended railways, embankments, piers and works, and of the lands to be taken under the compulsory powers of the Act, a book of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the Clerk of the Peace for the county of Montgomery, at his office at Welshpool; and with the Clerk of the Peace for the county of Merioneth, at his office at Dolgelly; and that so much of the said plans, sections, 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 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 twenty-fourth day of December next.

Dated the 7th day of November, 1864.

Howell and Jones, Welshpool,
Howell and Morgan, Machynlleth,
Solicitors for the Bill.

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

In Parliament—Session 1865.

Witham Drainage.

(Powers to deepen, widen, and improve the River Witham, the South Delph, the Old River Witham, Barlings Eau, Billingham Skirth, and Horncastle and Sleaford Navigations, and their tributary streams, drains, and watercourses; to alter, remove, and rebuild locks, bridges, sluices, flood-gates, and other works—To levy new or increased rates and taxes, and to raise money by borrowing or otherwise—Further powers for levying and recovering rates and taxes—Powers for General and District and other Local Commissioners to raise and apply funds, and for protection and use of works—Vesting property and works in them—Execution of works by General Commissioners and by Great Northern Railway Company—Power for the Company to raise and contribute money, and contract with the General Commissioners—Amendment or repeal of divers Acts.)

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

upon the General Commissioners for Drainage, under an Act of Parliament passed in the second year of the reign of King George the Third, intitled "An Act for draining and preserving certain low lands, called the Fens, lying on both sides of the River Witham, in the county of Lincoln, and for restoring and maintaining the navigation of the said river from the High Bridge, in the city of Lincoln, through the borough of Boston, to the sea," and under the local and personal Acts 52 George 3, chapter 108, 58 George 3, chapter 60, and 2 and 3 Victoria, chapter 34 (which four Acts are hereinafter called the Witham General Drainage Acts), powers to effect the purposes or some of the purposes following (that is to say):

To widen, deepen, scour, and otherwise improve or alter the River Witham, and to raise, widen, enlarge, or otherwise improve or alter both banks and haling paths of the same river, such works commencing at or near the mile-stone on the right bank of the said river situate in the parish of Fosdyke, in the county of Lincoln, denoting the distances of six miles and three-quarters from Boston and twenty-five miles from Lincoln, and terminating at or near a certain lock, called "Horsley Deeps Lock," in the parish of Branston, in the county of Lincoln, and to widen, deepen, scour, and otherwise improve or alter the tributary streams, drains, and watercourses falling into the said river between those points, which said works are intended to be made and maintained from, in, through, or into the parishes, townships, and places following, or some of them (that is to say), Copping Syke, Great Beets, Coningsby, Haven Bank, Dogdyke, Tattershall, Tattershall Thorpe, Kirkstead, Thornton, Woodhall, Thimbleby, Edlington, Swinesyke, Stixwold, Horsington, Bucknall, Topholme, Southrey, Bardney, Boys's Paddock, Stainfield, Barlings, and Fiskerton, all in the parts of Lindsey, in the county of Lincoln; South Kyme, North Kyme, Billingham Dales, Billingham, Dogdyke, Hart's Grounds, Chapel Hill, Jackson's Marsh, Walcot, Thorpe Tilney, Timberland Thorpe, Timberland, Martin, Linwood, Blankney, Metheringham, Dunston, Nocton, Potterhanworth, Branston, and Washingborough, all in the parts of Kesteven, in the county of Lincoln; and Fosdyke, Pelhams Lands, Swineshead, Hart's Grounds, and Dogdyke, all in the parts of Holland, in the county of Lincoln.

To widen, deepen, scour, and otherwise improve or alter the lower part of the cut or channel called the South Delph, and to raise, widen, enlarge, or otherwise improve both the banks thereof, such works commencing at or near the point where the South Delph joins the River Witham, in the said parish of Branston, near Horsley Deeps Lock, and terminating at or near a point opposite the mile-post, on the loop line of the Great Northern Railway, from Peterborough to Retford, situate in the said parish of Washingborough, denoting the distance of one hundred and thirty-two miles from London, and to widen, deepen, scour, and otherwise improve or alter the tributary streams, drains, and watercourses falling into the South Delph between those points, all which works are intended to be made and maintained from, in, through, or into the said parishes of Branston and Washingborough, or one of them.

To widen, deepen, scour, and otherwise improve or alter the lower part of the old river Witham, between its junction with the River Witham, near Horsley Deeps Lock and its junction with the cut or channel called Barlings Eau; and also Barlings Eau between that junction and Barlings Abbey Ruins, and to raise, widen, enlarge, or otherwise improve both the banks of those parts

of the old River Witham and Barlings Eau, such works commencing at or near the junction of the old River Witham with the River Witham, in the said parishes of Bardney and Branston or one of them, near Horsley Deeps Lock, and terminating at or near Barlings Abbey Ruins, in the said parish of Barlings, and to widen, deepen, scour, and otherwise improve or alter the tributary streams, drains, and watercourses falling into the old River Witham and Barlings Eau, between those points, all which works are intended to be made and maintained from, in, through, or into the parishes, townships, and places following, or some of them, that is to say, Barlings, Stainfield, Fiskerton, and Bardney, in the parts of Lindsey, and Branston, in the parts of Kesteven, in the county of Lincoln.

To widen, deepen, scour, and otherwise improve, or alter the cut or channel, called Billingham Skirrh, and to raise, widen, enlarge, or otherwise improve both the banks of the same cut or channel, such works commencing at or near the point where the said Billingham Skirrh joins the River Witham, in the said parish of Billingham, and terminating at or near the Bridge over Billingham Skirrh at the end of North Kyme Causeway, in the township or hamlet of North Kyme, in the said parish of South Kyme; and to widen, deepen, scour, and otherwise improve, or alter the tributary streams, drains, and watercourses falling into Billingham Skirrh, between those points; all which works are intended to be made and maintained from, in, through, or into the several parishes, townships, and places following, or some of them, that is to say, Billingham Dales, Billingham, South Kyme, North Kyme, and Walcot, all in the parts of Kesteven, in the county of Lincoln.

To widen, deepen, scour, and otherwise improve or alter the Horncastle navigation, between the point where that navigation joins the River Witham, in the parish of Tattershall in the parts of Lindsey, in the county of Lincoln, and the lock on that navigation nearest to the River Witham, situate in the parish of Tattershall, and called Tattershall Lower Lock, and to lower and alter the said lock; and which works are intended to be made and maintained, wholly in the said parish of Tattershall.

To widen, deepen, scour, and otherwise improve or alter Kyme Eau or Sleaford navigation, between the point where it joins the River Witham, in the said parish of Swineshead, and the lock on that navigation nearest to the River Witham, situate in the parish of South Kyme, and called Kyme Lower Lock, and to lower and alter the said lock, and which works are intended to be made and maintained from, in, through, or into the parishes, townships, and extra-parochial places following, or some of them, that is to say, Swineshead, Hart's Grounds, Dogdyke, South Kyme, North Kyme, Billingham, Chapel Hill, and Jackson's Marsh, all in the county of Lincoln.

To widen, lengthen, deepen, and alter the sills and gates of the undermentioned delphs where they join the River Witham (that is to say),

Timberland Delph, in the parish of Timberland; Metheringham Delph, in the parish of Stixwold; Nocton Delph, in the parish of Dunston; and Branston Delph, in the parishes of Branston, and Washingborough; all in the parts of Kesteven, in the county of Lincoln.

To deepen, widen, and alter or remove and rebuild the said lock called Horsley Deeps Lock, in the said parish of Branston, and a certain lock called Anton's Gowt Lock, situate in an extra-parochial place adjoining the townships of Langri-ville and Frithville, in the parts of Lindsey, in the county of Lincoln, or one of them.

And to deepen, widen, and alter, or remove, and rebuild all other locks, bridges, sluices, milldams, staunches, floodgates, tunnels, haling paths, works, and conveniences upon the said River Witham, South Delph, the old River Witham, Barlings Eau, Billingham Skirrh, Horncastle Navigation, and Kyme Eau, or Sleaford Navigation respectively, between the respective commencements and terminations of the works hereinbefore mentioned; to alter the level of the top water therein, to alter the level of and to stop up, alter, divert, or otherwise interfere with, either temporarily or permanently, all turnpike roads, public carriage roads or other roads or ways, haling-paths, drains, streams, canals or railways, which it may be necessary to interfere with for the purposes of the works; and to deposit soil, earth, and other things on the same, and the banks, slopes, and sides thereof; to alter, raise, or lower, or remove and rebuild the bridges, culverts, arches, openings, floodways, and other works over or in the said River Witham, South Delph, Old River Witham, Barlings Eau, Billingham Skirrh, Horncastle Navigation, and Kyme Eau or Sleaford Navigation respectively, and the tributary streams, drains, and water courses thereof respectively, in or near the lines of the works before described; and to construct new or additional bridges, culverts, and openings, approaches, and other works in or near those lines; all which said last-mentioned works are intended to be made and maintained in the several parishes, townships, and places hereinbefore-mentioned with respect to the River Witham, South Delph, Old River Witham, Barlings Eau, Billingham Skirrh, Horncastle Navigation, and Kyme Eau or Sleaford Navigation respectively.

To divert into the intended works and altered navigations, cuts, and channels the waters of the River Witham, South Delph, Old River Witham, Barlings Eau, Billingham Skirrh, Horncastle Navigation, River Bane, Kyme Eau or Sleaford Navigation, Car Dyke, Digby Dam, Stainfield Beck, and Drury Dyke, and of the drains and streams running into the same.

To deviate laterally from the lines of the intended works, to the extent shown on the plans, and to deviate vertically from the levels shown on the sections hereinafter mentioned.

To maintain the works to be constructed under the Bill, or such of them, as other bodies or persons are not liable to maintain.

To purchase and take compulsorily or by agreement, for the purposes of the Bill, lands and houses in the several parishes, townships, and places named in this notice, or some of them, and also to purchase and take compulsorily, or by agreement, easements, or limited interests, in or over all or any of such lands and houses, for the purposes of the Bill.

To enter upon any lands within the parishes, townships, or places before named, and to make and maintain, in, under, and through, or over such lands, culverts, ditches, drains, sluices, staunches, walls, banks, arches, and other works, and for such purposes to occupy the said lands, either temporarily or permanently.

And it is intended by the said Bill to empower the said General Commissioners to assess and levy new or increased rates or taxes, upon or in respect of the lands and grounds comprised in the 1st, 3rd, and 5th districts respectively, described in the Witham General Drainage Acts, and which lands and grounds are situate in the several parishes, townships, and extra-parochial places following, that is to say, Lincoln, Lincoln Common, Canwick, Washingborough, Heighington, Branston, Branston Dales, Potterhanworth, Potterhan-

worth Dales, Nocton, Nocton Dales, Dunston, Dunston Dales, Metheringham, Metheringham Dales, Blankney, Blankney Dales, Linwood, Martin, Martin Dales, Timberland, Timberland Dales, Timberland Thorpe, Walcot, Walcot Dales, Billingham, Billingham Dales, Monks' Greetwell, Willingham, Fiskerton, Barlings, Stainfield, Bardney, Southrey, Bucknall, Tupholme, Stixwold, Horsington, Edlington, Thimbleby, Swinesyke, Woodhall, Thornton, Kirkstead, Tattershall Thorpe, Tattershall, South Kyme, North Kyme, Anwick, Ruskington, Dorrington, Digby, and Dogdyke, all in the county of Lincoln; and to alter the existing rates and taxes now charged and leviable thereon under the Witham General Drainage Acts, and the application thereof, and to confer, vary, or extinguish exemptions from the payment of such rates and taxes, and to authorize the appointment of a special commissioner to settle assessments.

And it is also intended by the Bill to amend or repeal all or some of the provisions of the Witham General Drainage Acts, with respect to the assessment, levying, payment, and recovery of the rates and taxes assessable thereunder, as well within the 2nd, 4th and 6th districts, comprised in those Acts, as within the 1st, 3rd and 5th districts, and to authorize the making and levying of all or any of such rates and taxes retrospectively or prospectively, within the whole of the said districts.

The said Bill is also intended to empower the said General Commissioners, for the purposes of the Bill, to raise money by borrowing, and by granting terminable annuities or rent-charges, upon or out of the rates and taxes arising under the Bill, or by either of such means; and also (if they think fit) to raise money for the discharge or redemption of existing debts and liabilities by borrowing and by granting terminable annuities or rent-charges upon or out of the rates and taxes arising under the Witham General Drainage Acts, or by either of such means.

And provision will be made in the Bill for incorporating the General Commissioners under the Witham General Drainage Acts, and giving them a common seal, and to empower them to purchase and take conveyances to themselves and their successors of lands, houses, and hereditaments.

And it is intended by the Bill to vest the channels and beds of all rivers, streams, drains, and water-courses and the forelands, slopes, and banks of the same, and all sluices, bridges, locks, mill-dams, staunches, flood-gates, tunnels, works, and conveniences under the jurisdiction and control of the General Commissioners in the said General Commissioners; and those under the jurisdiction and control of the District Commissioners, under the Witham General Drainage Acts, in the said District Commissioners; and to confer upon the said General Commissioners and District Commissioners respectively, the following powers, namely:—

(a) Powers to let the herbage of the banks and to recover rents for the same, and to fence the banks as they respectively may think fit, and powers to preserve the fish in the rivers, streams, drains, and watercourses.

(b) Powers of preventing and punishing persons throwing refuse or other matter into any of the rivers, drains, or watercourses under their respective jurisdiction and control within any of the six districts of the drainage, or fouling the water, cutting tunnels or drains into or through, or injuring the banks, forelands, or slopes of any of the rivers, drains, or watercourses, discharging sewerage of any kind, excepting through ancient prescriptive drains, tunnels, or culverts only, defacing marks on the bridges, sluices, or locks, injuring the stone, brick, wood, or iron work thereof,

or creating nuisances there; leaving boats sunken or otherwise, or any other obstructions, or trespassing upon any of the works of drainage, or injuring or defacing or removing notice boards, posts, fences, or any works of the drainage.

And (if thought expedient) the Bill will empower any Local or District Commissioners, under Acts mentioned in this notice, and any owners, lessees, and occupiers of property, to execute, and to raise, and borrow money on their rates, taxes, or property, and to apply their funds and revenues for any works, or other purposes, consequent upon, or connected with, the works to be authorized, and objects to be effected, under the Bill.

And it is intended to authorize the Great Northern Railway Company to execute and maintain the works at Horsley Deepes Lock and Anton's Gowt Lock, and in and connected with the South Delph hereinbefore mentioned, and such other of the aforesaid works as has been or may be agreed upon between the said General Commissioners and the said Railway Company, and to exercise the powers to be given by the Bill for the purchase of lands and houses, easements, and limited interests, compulsorily or otherwise; and also to empower the said Railway Company for the purposes of the Bill to contribute money and apply their corporate funds and revenue, and to raise money by new shares and stock, with or without any preference or priority, or other special privileges, and by borrowing; and to authorize the said General Commissioners and the said Railway Company respectively, to make contracts with reference to any objects of the Bill and incidental matters.

The said Bill will also extend to and in respect of the works, as altered under the Bill, any liabilities and obligations attaching to or in respect of existing works, and will contain all such powers and provisions as are usually inserted in Bills of a like nature, or as may be thought necessary or expedient for carrying into effect the objects aforesaid.

And it is intended by the said Bill to vary or extinguish all rights and privileges which may interfere with or affect the execution of the powers and provisions to be contained in the said Bill, and to confer other rights and privileges.

And it is also intended by the Bill to amend or repeal the powers and provisions, or some of the powers and provisions of the Witham General Drainage Acts (hereinbefore specified), and of the following Acts (to wit), the Witham Drainage (2nd District) Act, 1853; the Witham Navigation Acts, viz., 52 Geo. 3, chapter, 108; 7 Geo. 4, chapter 2; and 10 Geo. 4, chapter 123; the Wildmore, West and East Fen Drainage Acts, viz., 41 Geo. 3, chapter 135, and 43 Geo. 3, chapter 113; the Greetwell District Drainage Act, 24 and 25 Vict., cap. 109; the Bardney, &c., Drainage Acts, viz., 6 and 7 Vict., chapter 76; and 19 and 20 Vict., chapter 128; the Martin, Blankney and Linwood Fen, Drainage Acts, viz., 27 Geo. 3, chapter 66; 37 Geo. 3, chapter 67; 2 and 3 William 4, chapter 94; the Timberland and Timberland Thorpe Drainage Acts, viz., 37 Geo. 3, cap. 67; and 2 and 3 Vict., cap. 10; the Metheringham and Dunston Drainage Act, 7 Geo. 4, chapter 34; the Nocton, Potterhanworth and Branston Drainage Acts, viz., 29 Geo. 3, chapter 32; 2 and 3 William 4, chapter 96; the Ruskington, Dorrington, and North Kyme Drainage Act, 2 William 4, chapter 70; the Horncastle Navigation Acts, viz., 33 Geo. 3, chapter 107; and 39 and 40 Geo. 3, chapter 109; the Sleaford Navigation Act, 32 Geo. 3, chapter 106; and the Great Northern Railway Company's Acts, viz., 9 and 10 Vict., caps. 71,

88, and 352; 10 and 11 Vict., caps. 143, 146, 148, 248, 272, 286 and 287; 11 and 12 Vict., cap. 114; 12 and 13 Vict., cap. 84; 13 and 14 Vict., cap. 61; 14 and 15 Vict., caps. 45 and 114; 15 and 16 Vict., cap. 153; 16 and 17 Vict., cap. 60; 18 and 19 Vict., cap. 124; 20 and 21 Vict., cap. 138; 21 and 22 Vict., cap. 113; 22 Vict., cap. 35; 23 and 24 Vict., cap. 168; 24 and 25 Vict., caps. 35, 70, 133, 143 and 175; 25 and 26 Vict., caps. 1, 46, 58, 86, 124, 190 and 200; 26 and 27 Vict., caps. 147, 191, and 233; and 27 and 28 Vict., caps. 102, 242, and 243; and (if and so far as may be deemed expedient) to alter and grant exemptions from the rates, taxes, tolls, and assessments authorized by the Acts aforesaid or some of them; and also to vary or repeal any statutes, laws, customs, or usages of any Court of Sewers which may in anywise affect any of the objects of the Bill.

And notice is hereby also given, that on or before the 30th day of November, 1864, plans and sections of the proposed works, together 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 parts of Lindsey, at his office at Spilsby, in the county of Lincoln, with the Clerk of the Peace for the parts of Kesteven, at his office at Sleaford, in that county; and with the Clerk of the Peace for the parts of Holland, at his office at Boston, in that county; and that on or before the 30th day of November, 1864, a copy of so much of the said plans, sections, and book of reference as relates to each of the several parishes and extra-parochial places in or through which the works are intended to be made, maintained, varied, extended, or enlarged, with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Parish Clerk of each of such parish at his residence; and in the case of any extra-parochial place with the Parish Clerk of some parish immediately adjoining thereto, at his residence. Printed copies of the intended Bill will be deposited in the private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this seventh day of November, 1864.

F. T. White, Solicitor for the Bill.

Ebbw Valley and Cardiff Junction Railway.

(Incorporation of Company; Construction of Railways; Running Powers; Facilities and other Provisions affecting the Rhymney, Brecon, and Merthyr Tydfil Junction, and Sirhowy Railway Companies, and Monmouthshire Railway and Canal Company; Purchase of Abercarne (Lord Llanover's) Railway; Amendment of Acts.)

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

To incorporate a Company (hereinafter referred to as "The Company,") for making and maintaining the railways hereinafter mentioned, or some of them, with all necessary and convenient stations, bridges, sidings, roads, communications, and other works and conveniences connected therewith (that is to say):—

A railway (No. 1) (wholly in the parishes of Mynyddysllwyn and Machen, in the county of Monmouth), commencing by a junction with the Abercarne Railway, otherwise known as Hall's Tramroad, or Lord Llanover's Tramroad (but hereinafter called only the Abercarne Rail-

way) in the parish of Mynyddysllwyn, at a point distant (measuring along that railway) five and a-half chains or thereabouts, from and to the north of the northern end of the viaduct carrying that railway over the Western Valleys line of the Monmouthshire Railway and Canal Company, and over the River Ebbw, and terminating by a junction with the Brecon and Merthyr Tydfil Junction Railway (late old Rumney Railway), in the parish of Machen, at a point distant (measuring along that railway) 5 miles and 4 chains or thereabouts from the commencement of that railway at Bassalleg, in the county of Monmouth.

A railway (No. 2) (wholly in the said parish of Machen), commencing by a junction with the said intended railway (No. 1), in a field numbered 295 on the tithe commutation map for that parish, and terminating by a junction with the Rumney Railway aforesaid, at a point distant (measuring along that railway) 4 miles and 68 chains, or thereabouts from the commencement of that railway at Bassalleg aforesaid.

A railway (No. 3) (wholly in the said parish of Machen), commencing by a junction with the said intended railway (No. 1) in a wood numbered 381 on the tithe commutation map for that parish, at a point distant 5 chains or thereabouts; from and to the southward of the post upon the Sirhowy Railway Company's Railway, denoting the distance of one quarter of a mile from the commencement of that railway, at Nine Mile Point, and terminating by a junction with the Sirhowy Railway Company's Railway, at a point distant 2 furlongs and 7 chains, or thereabouts, from the commencement of that railway at Nine Mile Point.

A railway (No. 4) (wholly in the said parishes of Mynyddysllwyn and Machen), commencing in the said parish of Mynyddysllwyn by a junction with the said intended railway (No. 1), in a field numbered 64 on the tithe commutation map for that parish, and at a point distant 6 chains or thereabouts from and to the north of the bridge carrying the Llanarth or Penllwyn Tramroad (otherwise called Mrs. Jones's Tramroad) over the Sirhowy River, and terminating in the said parish of Machen, by a junction with the railway of the Monmouthshire Railway and Canal Company, leading from Risca to Nine Mile Point, and at a point distant 15 chains or thereabouts, from and to the east of the aforesaid bridge.

A railway (No. 5) (wholly in the said parish of Mynyddysllwyn), commencing by a junction with the said intended railway (No. 1), at a point distant (measuring along the Abercarne Railway) 3 chains and a half, or thereabouts, from and to the north of the northern end of the aforesaid viaduct, carrying the Abercarne Railway over the Western Valleys line and the River Ebbw, and terminating by a junction with the said Western Valleys line, at a point distant 32 chains, or thereabouts, from and to the north of the crossing thereof by the aforesaid viaduct.

A railway (No. 6) (wholly in the said parish of Mynyddysllwyn), commencing by a junction with the said intended railway (No. 1), at a point distant (measuring along the Abercarne Railway) one chain, or thereabouts, from and to the north of the northern end of the aforesaid viaduct, and terminating at or near the Abercarne Colliery.

To confer on the Company all necessary powers for affecting the purposes following (that is to say):—

To cross, stop up, alter, or divert, for the purposes of the Bill, and either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways,

canals, watercourses, aqueducts, streams, rivers, bridges, sewers, drains, and waters, within the parishes aforesaid.

To purchase by compulsion and by agreement lands, houses, and hereditaments, for the purposes of such railways and works, and to vary and extinguish all rights and privileges connected therewith.

To levy tolls, rates and duties, upon or in respect of the said intended railways and works, and upon the railways, stations, and works herein-mentioned belonging to other persons or Companies, and to alter and reduce the tolls, rates, and duties which the Monmouthshire Railway and Canal Company, the Brecon and Merthyr Tydfil Junction Railway Company, and the Rhymney Railway Company, are authorised to take on their lines; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To empower the Company and all Companies or persons employing, working, or using the railways or any part of the railways of the Company, to run over, work and use with their engines, or other motive power, trucks and carriages, officers, and servants, for the purposes of traffic of every description, and upon terms, tolls, payments, and conditions to be defined by the Bill, or (failing agreement) determined by compulsory arbitration, the following railways and portions of railways, or any of them, or any parts thereof, viz.:—Such portions of the Monmouthshire Railway and Canal Company's Railways as lie between the termination of the said intended railway (No. 4), and the junction of the Abercarne Railway with their Western Valleys Railway, at or near Risca, and between the termination of the said intended railway (No. 5), and the said Abercarne Colliery; and also such portions of the existing and authorised lines of railway of the Brecon and Merthyr Tydfil Junction Railway Company, and the Rhymney Railway Company respectively, as lie or will be made between the termination of the said intended railway (No. 1), and the Bute Dock Branch of the Rhymney Railway Company, in the parish of St. John the Baptist, Cardiff, in the county of Glamorgan, and also such portions of the Abercarne Railway as lie to the northward of the aforesaid viaduct, and the stations, roads, platforms, water engines, water supplies, buildings, offices, wharves, sheds, signals, signal posts, telegraphs, sidings, machinery, works, and conveniences of or belonging to the said portions of railway respectively; and to levy tolls, rates and duties in respect of the passengers and traffic conveyed under this power over the before-mentioned portions of railway respectively, and to alter the tolls, rates, and duties now authorised to be taken thereon respectively.

To empower the Rhymney Railway Company, the Brecon and Merthyr Tydfil Junction Railway Company, the Sirhowy Railway Company, and the Monmouthshire Railway and Canal Company, and the person or persons interested in or entitled to the Abercarne Railway or any or either of them, and the Company and any Companies and persons working and using the railways or any part of the railways of the Company, to enter into and carry into effect contracts for or in respect of the construction, maintenance, working, and using by any or either of the contracting parties of the railways and works of the other or others of them, or any part thereof, and with reference to the collection, management, conveyance, regulation, and transmission of the traffic thereon, or passing to or over the same; the supply and maintenance of engines,

stock and plant; the fixing collection, payment, appropriation and distribution of the tolls and other income and profits arising therefrom; the employment of officers and servants, and the rents, payments, drawbacks, rebates and allowances to be paid and allowed by each or any of the contracting parties to the other or others of them.

To empower all persons interested in, or entitled to, the Abercarne Railway to let to the Company, and either in perpetuity or for any limited period; and also to sell and transfer to the Company all or any part of the said railway or undertaking, and all works and conveniences, rights, powers, privileges, and authorities connected therewith, or appertaining thereto, or any estate or interests therein, for such rents, price, or consideration, and on such terms and conditions as may be agreed upon, and to enable the Company to take such lease, and accept such transfer, and to vary the tolls and charges upon the said railway or undertaking, and to sanction and give effect to agreements between the said Company and the said persons for the purposes aforesaid.

To amend, so far as may be desirable for the purposes of the Bill, the Acts of Parliament following, or some of them, viz.: 32 Geo. 3, cap. 102; 37 Geo. 3, cap. 100; 42 Geo. 3, cap. 115; the Newport and Pontypool Railway Act, 1845; the Newport and Pontypool Railway Act Amendment Act, 1848; the Monmouthshire Railway and Canal Act, 1852; the Monmouthshire Railway and Canal Act, 1853; the Monmouthshire Railway and Canal Act, 1855; the Monmouthshire Railway and Canal (Works) Act, 1861; the Sirhowy Railway Act, 1860; the Rumney Railway Act, 1861; the Brecon and Merthyr Tydfil Junction Railway Act, 1859; the Brecon and Merthyr Railway (Extensions) Act, 1860; the Brecon and Merthyr Railway (Capital) Act, 1861; the Brecon and Merthyr Railway (Extensions) Act, 1861; the Brecon and Merthyr Railway Act, 1862; the Brecon and Merthyr Railway Act, 1863; the Rumney and Brecon and Merthyr Railways Act, 1863; the Brecon and Merthyr Railway (New Lines) Act, 1864; the Brecon and Merthyr Railway Act (No. 1), 1864; the Rhymney Railway Act, 1857; the Rhymney Railway (Capital and Branch) Act, 1861; the Rhymney Railway (Cardiff and Caerphilly) Act, 1864; the Rhymney Railway (Northern Lines) Act, 1864.

And notice is hereby given, that on or before the 30th day of November, 1864, plans and sections of the intended railways and works, together with the book of reference to such plans, a published map, with the lines of railway delineated thereon, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Monmouth, at his office in Newport, in that county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish from, in, through, or into which the said railways or works will be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk thereof at his residence; and that on or before the 28th day of December next, printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1864.

Secretary Woodhouse and Colborne, Newport, Monmouthshire, Solicitors for the Bill.

In Parliament.—Session 1865.

Bristol Joint Station.

(Arrangements for Joint Station at Bristol for Great Western Railway Company, Bristol and Exeter Railway Company, and Midland Railway Company; Contributions and Additional Capital; Provisions as to Works authorised by Midland (Bristol Line) Act, 1863; Amendment of Acts.)

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

To authorise the Great Western Railway Company, the Bristol and Exeter Railway Company, and the Midland Railway Company, in this notice called the three Companies, to enter into agreements for the formation, erection, arrangement, maintenance, management, and use of a joint station at Bristol, for the accommodation of the traffic of the three Companies respectively, and the contributions and payments to be made by the three Companies respectively for such purposes, or to confirm and give effect to any such agreements by the Bill.

For the purposes of such joint station to authorise the three Companies, or such one or more of them as may be agreed upon, to adapt to the reception and accommodation of traffic, both on the broad gauge and narrow gauge, the present stations at Bristol of the Great Western Railway Company and the Bristol and Exeter Railway Company, or any part or parts thereof, and the lines of railways running into and communicating with the same, and to provide and erect and lay down such platforms, lines of rails, sidings, buildings, and offices, works and conveniences, upon the lands belonging to, or which may hereafter belong to, the three Companies or any of them, as they may think proper, and to appropriate any part or parts of the joint station to any one or more of such companies, and to regulate the tolls, charges, and sums of money, whether gross or annual, to be paid by all or any of the three Companies, in respect of the construction and user of the said joint station, and any lines of rails communicating with the same.

The Bill will authorise the appointment of a joint committee, or make other provision for carrying its powers into effect by the three Companies, or any one or more of them as may be agreed upon, and defined in or authorised by the Bill.

The Bill will also authorise the three Companies, or any of them, to raise further sums of money for the above purposes, by the creation and issue of new shares or stock, and to attach, if they think fit, to all or any such new shares or stock a preference or priority in payment of dividend over the ordinary capitals of the respective Companies, and such other privileges and advantages as may be authorised by the Bill, and to raise further sums by mortgage, bond, or debenture stock, either with or without any new creation of share capital, and to apply the funds which they are respectively authorised to raise by any act relating to the respective Companies to the purposes of the Bill.

The Bill, upon such agreements being made, will transfer to, or vest in, the three Companies the power of executing all or any part of the railway and works authorised by "The Midland Railway (Bristol Line) Act, 1863," and of purchasing lands and tenements compulsorily, for such purpose as authorised by that Act, or will provide for the execution of all or any of such powers by the Midland Railway Company for the purposes of the joint station; and will (if need be) repeal wholly or in part and amend "The Midland Railway (Bristol Line) Act, 1863;" and will authorise

the Midland Railway Company to abandon the construction of the railway and works authorised by that Act or any of them or any part thereof; and will relieve the Midland Railway Company from the obligation to construct any such railway and works, or the part thereof, so abandoned.

The Bill will alter, amend, and enlarge the powers and provisions of the following Acts (local and personal), viz., 5 and 6 Will. 4, cap. 107, and any other Acts relating to the Great Western Railway Company; 6 Will. 4, cap. 36, and any other Acts relating to the Bristol and Exeter Railway Company; 7 and 8 Vic., cap. 18, and any other Acts relating to the Midland Railway Company; and will alter tolls, rates, and duties authorised to be taken by any Acts relating to the three Companies, or any of them; and will vary or extinguish all rights and privileges which may interfere with the objects of the Bill.

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

Dated the 10th day of November, 1864.

Young, Maples, Teesdale, and Young,
Solicitors to the Great Western Railway Company;

Fussell and Prichard, Solicitors to the Bristol and Exeter Railway Company; and

Samuel Carter, Solicitor to the Midland Railway Company,

Solicitors for the Bill.

In Parliament.—Session 1865.

Bristol and Exeter and Devon and Somerset Railways, &c.

(Powers to Bristol and Exeter Railway Company to subscribe to Devon and Somerset Railway, and raise additional Capital; Confirmation of Agreement as to Working, Subscription, &c.; Power to make further Agreements for Lease or Sale; Amendment of Acts, &c.)

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

To authorize the Bristol and Exeter Railway Company to contribute and subscribe for and hold shares in the capital of the Devon and Somerset Railway Company; and to apply their existing or authorized capital for such purpose, and to raise further sums of money by new shares, with or without a preference or priority in payment of dividend over the ordinary capital of the Bristol and Exeter Railway Company, or by mortgage, bond or debenture stock; and to authorize the appointment by the Bristol and Exeter Railway Company of directors of the Devon and Somerset Railway Company.

To extend and enlarge the powers of agreement between the Bristol and Exeter Railway Company and the Devon and Somerset Railway Company conferred by "The Devon and Somerset Railway Act, 1864;" and to confirm an agreement entered into between the Companies with reference to the subscription to the undertaking of the Devon and Somerset Railway Company by the Bristol and Exeter Railway Company and the construction of that railway, and the working, management, and maintenance of the Devon and Somerset Railway by the Bristol and Exeter Railway Company, and the division or appropriation of receipts from traffic, and the payment of rent and the acquisition of the undertaking by the Bristol and Exeter Railway Company; and to grant further powers to the

said Companies; and to enable the Bristol and Exeter Railway Company to take a lease of or purchase, and the Devon and Somerset Railway Company to lease or sell, the undertaking of the last-mentioned Company; and to make and facilitate other arrangements and agreements between the respective Companies, or to confirm by the Bill any such arrangement or agreement.

To alter, amend, and enlarge the powers and provisions of "The Devon and Somerset Railway Act, 1864," and of the Bristol and Exeter Railway Act, 6 Will. 4, cap. 36, and any other Acts relating to the Bristol and Exeter Railway Company.

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

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

Dated this 10th day of November, 1864.

Fussell and Prichard, Solicitors for the Bill.

In Parliament.—Session 1865.

Tiverton and North Devon Railway.

(Construction of Railway from Tiverton to Morebath; Incorporation of Company; Powers to Bristol and Exeter Railway Company, and to Devon and Somerset Railway Company, to subscribe to and work the line; Running powers, and use of Tiverton and Morebath or Bampton Station; Tolls; Amendment of Acts, &c.)

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

To incorporate a Company, herein referred to as "the Company," and to enable them to make and maintain the railway hereinafter mentioned, with all needful works, stations, junctions, approaches, and conveniences connected therewith respectively (that is to say):—

A railway commencing by a junction with the Tiverton Branch of the Bristol and Exeter Railway, in the parish of Tiverton, in the county of Devon, at a point distant 30 chains or thereabouts from the eastern end of the Tiverton passenger station of the said Bristol and Exeter Railway Company, passing from, in, through, or into the parishes, townships, and places of Tiverton, Cove, Washfield, Stoodleigh, Bampton, Shillingford, and Morebath, or some of them, in the county of Devon, and terminating by a junction with the Devon and Somerset Railway in the parish of Morebath, in the county of Devon, in or near a certain close of land called Broom Close, part of Ash Town Farm, the property of Montague Bere and others, and in the occupation of Richard Cordwent and Andrew Hosegood, which said close is No. 80 on the deposited plans referred to in the Devon and Somerset Railway Act, 1864.

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

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, drains, sewers, rivers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railway and works, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, and to levy tolls, rates, and charges in respect thereof, and to confer on the Company other rights and privileges.

To authorize the Bristol and Exeter Railway Company, and the Devon and Somerset Railway

Company or either of those Companies, to contribute towards the cost of constructing the intended railway and works out of their corporate funds, and if necessary out of capital to be raised by them respectively, under the powers of the Bill, by shares or stock and by loan, and with or without any preference or priority of dividend or interest, and other advantage over their respective existing and authorized capitals, and to enable the said Companies respectively to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the share or loan capital of the Company or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand and the Bristol and Exeter Railway Company, or the Devon and Somerset Railway Company, or both of the said last-mentioned Companies, on the other hand, from time to time to enter into and carry into effect 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 the Bristol and Exeter Railway Company or the Devon and Somerset Railway Company, or both of those Companies, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenues arising from that traffic upon the undertakings of the contracting Companies, or any or either of them, and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which, previously to the passing of the Bill, may be made touching any of the matters aforesaid.

To enable the Company, and all Companies and persons lawfully working or using the railway of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon, or be settled by arbitration, or be defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned; together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively (that is to say), the part of the Bristol and Exeter Railway between the intended junction with that railway, and the Tiverton Station, including such station, and the Devon and Somerset Railway between the intended junction with that railway and the proposed Morebath or Bampton Station, including such station.

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

The Bill will vary and extinguish all existing

rights and privileges, which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863." And it will amend and enlarge the powers and provisions of the Act 6th William IV., cap. 36, and any other acts relating to the Bristol and Exeter Railway Company, and "The Devon and Somerset Railway Act, 1864."

Maps, plans, and sections, describing the direction, lines, and levels of the proposed railway and works, and the lands, houses, and property in or through which they may be made, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of 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 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 intended Bill will, on or before the 23d day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1864.

Wm. Partridge, Tiverton; and *Fussell and Prichard*, Bristol; Solicitors for the Bill.

In Parliament.—Session 1865.

East Usk Railway and Docks.

(Incorporation of Company for making Railway from Usk to Newport, with Branches to Undertakings of other Companies; Construction of Docks near Newport; Running Powers, and Powers to other Companies; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company, hereinafter called "the Company," and to enable them to make and maintain, in the county of Monmouth, the railways and docks hereinafter mentioned, or some or one of them, or some part or parts thereof, with all necessary and convenient roads, works, stations, and approaches, viz.:—

A railway (No. 1) to commence in the parish of Usk, in the county of Monmouth, by a junction with the Coleford, Monmouth, Usk, and Pontypool Railway; at the mile-post denoting four miles and three-quarters distance, on the said last-mentioned railway from the Little Mill Junction, in the said parish of Usk, and terminating in the parish of Nash, about ten chains south of the Red Barn Farm house, on the north side of a public highway or roadway leading from Nash Church to the Salt Wharfs, which railway No. 1 will pass through or into the following parishes and places, or some of them—that is to say, hamlet of Gwehelog, Usk, Llangeview, Llanllowell, Llantrissant, Llangibby, Tredunnoch, Kedmeys Inferior, Llanhennock, Llangattock - juxta - Caerleon, Christchurch, and Nash, or some of them, all in the county of Monmouth.

A railway (No. 2) to connect railway No. 1 with the said Coleford, Monmouth, Usk, and Pontypool

Railway, commencing in the parish of Usk, by a junction with the said railway No. 1, in a field in said parish, numbered 269 on the tithe commutation map of that parish, and terminating in the hamlet of Gwehelog, by a junction with the said Coleford, Monmouth, Usk, and Pontypool Railway, at a point about one hundred yards to the west of the mile-post denoting the distance of four and a half miles on such last-mentioned railway from the Little Mill Junction.

A railway (No. 3) commencing by a junction with railway No. 1, in a field in the parish of Christchurch, numbered 396 on the tithe commutation map of that parish, and terminating by a junction with the South Wales Railway, about one hundred and forty yards eastward of the bridge carrying that railway over the river Usk, in the same parish.

A railway (No. 4) commencing by a junction with railway No. 1, in a field in the parish of Christchurch, numbered 991 on the tithe commutation map of that parish, and terminating by a junction with the South Wales Railway, at or near the bridge carrying that railway over the turnpike road leading from Newport to Chepstow, near Maindee, in the same parish.

A railway (No. 5) wholly in the parish of Christchurch, commencing by a junction with railway No. 1, in a field numbered 991 on the tithe commutation map of that parish, and terminating by a junction with the South Wales Railway, about two hundred and fifty yards east of the mile-post denoting one hundred and fifty-seven miles and one quarter from London.

A railway (No. 6) commencing in the said parish of Christchurch, by a junction with railway No. 1, in a field numbered 399 on the tithe commutation map of that parish, and terminating by a junction with the Brecon and Merthyr Tydfil Junction Railway (late known as the Old Rumney Railway), in the parish of Bassalleg, at or near a point distant about one hundred and sixty yards from and to the north-west of the western end of the bridge carrying the Rumney Railway over the River Ebbw, in the parish of Bassalleg, and passing through or into the borough of Newport and the parishes of Christchurch, Saint Woollos, Malpas, and Bassalleg, or some of them.

A railway (No. 7) commencing in the said parish of Christchurch, by a junction with railway No. 1, in a field numbered 396 on the tithe commutation map of that parish, and terminating by a junction with railway No. 6, in a field numbered 392 on the said commutation map.

A railway (No. 8) commencing in the parish of Saint Woollos, in the county of Monmouth, by a junction with railway No. 6, in a field numbered 117 on the tithe commutation map of the said parish of Saint Woollos, and terminating by a junction with the Monmouthshire Railway and Canal Company's Eastern Valleys Railway, at or near the post on that railway indicating the boundary line between the parishes of Saint Woollos and Malpas.

A railway (No. 9) commencing in the said parish of Saint Woollos, by a junction with railway No. 6, at the point of commencement of railway No. 8, and terminating by a junction with the Monmouthshire Railway and Canal Company's Eastern Valleys Railway, at or near a point where a bridge carries the said railway over the Crindau Pill or Henlly's Brook, near the Marshes turnpike-gate, in the said parish of Saint Woollos.

A railway (No. 10) commencing in the said parish of Saint Woollos, by a junction with railway No. 6, in a field numbered 82 on the tithe commutation map of the said parish, and terminating at the same point as railway No. 9.

A railway (No. 11) commencing in the parish of Bassalleg, by a junction with railway No. 6, in a field numbered 489 on the tithe commutation map of the said parish, and terminating by a junction with the Monmouthshire Railway and Canal Company's Western Valleys Railway at or near a point about two hundred and sixty yards north of the platform of the Bassalleg Junction station.

A road in the said parishes of Christchurch and Nash, to communicate between the town of Newport and the intended docks, commencing on the turnpike road leading from Newport to Chepstow, near and to the eastward of the Newport Bridge turnpike, running in a southerly direction, and terminating at or near Red Barn farmhouse, in the said parish of Nash.

A dock or docks communicating with the River Usk, with all proper entrances, cuts, locks, basins, gates, sluices, piers, jetties, quays, wharfs, warehouses, bridges, roads, approaches, and other works and conveniences connected therewith, which dock or docks and other works will be situate on the east side of the River Usk, on a point of land between Liswerry Pill and Saint Julian's Pill, in the parish of Christchurch: and the Bill will contain powers to divert into the said docks the waters of the said River Usk and the waters of the said pills, and flowing into the same: and to embank, widen, deepen, and improve that part of the said river in the said parishes of Saint Woollos and Christchurch which lies between the said pills, and to prevent any obstruction or impediment therein, or in approaching or entering the docks.

And to make such weirs, watercourses, dams, sluices, and conveniences as may be necessary for diverting, obtaining, and using the waters thereof respectively for the purposes of the said railway and docks.

In the construction and maintenance of the said railways and docks, to alter, stop up, and divert roads, streams, watercourses, rivers, drains, sewers, tramways, and navigations, within or adjoining to the before-mentioned parishes and places, or any of them.

To purchase lands, houses, and other property, compulsory, for the purposes of the said railways and docks; to vary and extinguish existing rights and privileges in and over such lands, houses, and other property, and in and over the said river and waters; and to levy tolls, rates, and charges for and in respect of the use of the said intended railways, docks, and other works; and to alter existing tolls, rates and duties.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Harbours, Docks, and Piers Clauses Act, 1847."

The Bill will enable the intended Company and the Great Western Railway Company to make agreements for the construction of a narrow gauge railway upon the South Wales Railway, from the point where railway No. 4 will join the said South Wales Railway, in the parish of Christchurch, through the borough of Newport to the South Wales Railway station, in the said parish of Saint Woollos, and for the use and working of such narrow gauge line by the intended Company, or by any other bodies or persons, lawfully using any of the railways or the docks to be authorised by the Bill.

The Bill will enable the Company, and all Companies and persons lawfully using the railways of the Company, to run over and use with their engines and carriages of every description, and with their

clerks, officers, and servants, and upon such terms and conditions and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration or defined by the Bill, all or any part of the undertaking of the Coleford, Monmouth, Usk, and Pontypool Railway Company, together with the stations, watering-places, booking offices, warehouses, landing-places, sidings, works, and conveniences connected therewith.

To require the Companies or persons owning or working the Coleford, Monmouth, Usk, and Pontypool Railway to receive, book through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking offices thereof, all traffic, of whatever description, coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and, if need be, to alter the tolls and charges which may be received and taken upon the said Coleford, Monmouth, Usk, and Pontypool Railway, and to confer exemptions from such tolls and charges.

The Bill will enable the Company to be thereby incorporated, on the one hand, and the Great Western Railway Company, the Coleford, Monmouth, Usk, and Pontypool Railway Company, and the Monmouthshire Railway and Canal Company, on the other hand, from time to time to enter into agreements with respect to the construction, maintenance, working, management, and use by the last-named Companies of the proposed undertakings, or any part thereof, and the reciprocal use by the intended Company of any part of the undertakings of the said four Companies, and the payments to be made, and the conditions to be performed with respect to such construction, maintenance, working, management, and use, and also with respect to the division and appropriation of the revenue to arise from the undertakings comprised in the agreement; and the Bill will authorise the appointment of joint committees, and the delegating to such committees the necessary powers for carrying into effect any such agreement, and it will confirm any agreement already made, or which, prior to the passing of the Bill, may be made, touching any of the matters aforesaid.

The Bill will amend and enlarge, so far as may be necessary, the powers and provisions of the following, and of any other Acts relating to the Great Western Railway Company, namely, 5 and 6 William IV, cap. 107; the 26 and 27 Vict., caps. 113 and 198; and 27 and 28 Vict., cap. 306: also of the following and of any other Acts relating to the Coleford, Monmouth, Usk, and Pontypool Railway, namely, 16 and 17 Vict., cap. 217; 24 and 25 Vict., cap. 197; and 26 and 27 Vict., cap. 185: also of "The Newport, Abergavenny, and Hereford Railway Acts, 1846 and 1847;" and of the other Acts relating to that Railway passed in the years 1853, 1857, and 1858; also of "The Worcester and Hereford Railway Acts, 1853, 1858, and 1859;" and of "The West Midland Railway Act, 1860;" also the following and any other Acts relating to the Monmouthshire Railway and Canal, namely, 32 Geo. III, cap. 102; 37 Geo. III, cap. 100; 42 Geo. III, cap. 115; 8 and 9 Vict., cap. 169; 11 and 12 Vict., cap. 120; 15 and 16 Vict., cap. 126; and 16 and 17 Vict., cap. 195.

Duplicate plans and sections, describing the line, situation and levels of the proposed works, and the lands, houses, and other property in or through which the same will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map,

with the lines of railway delineated thereon; and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of 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 of the parishes in or through which any of the works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this Notice, will be deposited with the parish clerk of each such parish, at his place of abode; and in the case of any extra-parochial place, with the parish clerk of a parish immediately adjacent thereto.

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

Dated this 9th day of November, 1864.

Johnston, Farquhar, and Leech, London,
T. M. Lewellyn, Newport,
Solicitors for the Bill.

In Parliament.—Session 1865.

Great Northern, and Manchester, Sheffield and
Lincolnshire Railway Companies.

(Arrangements as to "Cheshire Lines;" viz. :—

The Stockport and Woodley Junction; the
Stockport, Timperley and Altrincham Junction;
the Cheshire Midland and the West Cheshire
Railways; Amendment of Garston and Liver-
pool Railway Act; Branches at Northwich, &c.)

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 vary and amend "The Great Northern
Railway (Cheshire Lines) Act, 1863" (26 and 27
Vict., cap. 147), and the agreement bearing date
the 11th day of June, 1862, which forms a
schedule to the said Act.

2. To vest absolutely and jointly, with such
restrictions and upon such conditions as the Bill
may define, in the Great Northern and the Man-
chester, Sheffield and Lincolnshire Railway Com-
panies (who are hereinafter called "the two Com-
panies"), the several undertakings of the Stockport
and Woodley Junction, the Stockport, Timperley
and Altrincham Junction; the Cheshire Midland
and the West Cheshire Railway Companies (who
are hereinafter called "the four Companies"), and
all the lands, tenements and hereditaments, prop-
erty, and effects, whether real or personal, rights,
powers, and privileges of the same four Companies,
and to divest the other proprietors of shares in the
same Companies, or in any of the same Companies,
of all power and control over the said undertakings,
or any of them; and to enable the two Companies,
jointly or severally, to guarantee to the proprietors
of shares in the four Companies, or any of them,
such dividend or interest upon the capital sub-
scribed by such proprietors respectively as the said
Bill shall define.

3. To authorise the two Companies to raise for
the purposes of the said four undertakings, or some
of them, and generally for the purposes of the Bill,
additional capital, by shares or by borrowing, with
or without any preference of interest or dividend,
or other advantage, over the existing shares or
loans of the two Companies or either of them.

4. To authorise the two Companies to enter
into agreements with each other and with the four
Companies or any of them, concerning any of the
matters hereinbefore specified, and concerning the
management, maintenance, and control of the
undertakings to be vested in them by the Bill,

whether constructed or to be constructed, and the
appointment of joint Committees, to whom shall be
delegated all or any of the powers granted or
transferred by the Bill, or the Bill will itself con-
stitute such joint Committees, and confer on them
the powers or some of the powers sought or pos-
sessed by the two Companies.

5. To authorise the construction of the following
three short branch lines, all in Cheshire, in con-
nection with the Cheshire Midland Railway, at
Northwich:

Railway No. 1, commencing by a junction with
the Cheshire Midland Railway, in the parish
of Great Budworth, Township of Lostock
Gralam, at about four furlongs three chains
north-east of Northwich Station, passing
through the townships of Witton cum Twam-
brooks and Wincham, both in the said parish
of Great Budworth, and terminating in the
township of Marston, in the same parish, in a
field the property of Lord de Tabley, and
occupied by William Hayes, Esquire, on which
are situated the Rock Pits and works belong-
ing to the said William Hayes.

Railway No. 2, wholly in the said parish of
Great Budworth, commencing by a junction
with Railway No. 1, in the township of Win-
cham, in a field belonging to Henry Newman,
Esquire, and occupied by George Parker, at
about one chain west of a road leading from
Northwich to Pickmere, and terminating in
the township of Marston, in a field the pro-
perty of Lord de Tabley, and occupied by
Joseph Verdin and Son, on which are situ-
ated the salt works belonging to the said
Joseph Verdin and Son.

Railway No. 3, in the same parish, commencing
by a junction with the existing Cheshire
Midland Railway, in the township of Witton
cum Twambrooks, at about two furlongs four
chains north-east of Northwich Station, and
terminating in the same township at the salt
works belonging to and occupied by William
Worthington, Esquire.

6. To authorise the purchase by compulsion for
the purposes of the Stockport, Timperley and
Altrincham Junction Railway Company of certain
land in the township of Heaton Norris and parish
of Manchester and county of Lancaster, bounded
on the north-west by George's-road, and on all
other sides by land now the property of the same
Company; and also for the purposes of the same
railway to authorise the stopping-up permanently of
the following streets or highways in the said town-
ship of Heaton Norris, namely: so much of Hope-
street as extends from George's-road into King-
street; so much of Allen-street as extends from
George's-road into King-street; so much of Queen-
street as extends from George's-road or Hope-
street and Allen-street respectively, to the east-
wardly side of the viaduct which carries the Lon-
don and North-Western Railway over Queen-
street; so much of a newly laid-out street (without
name) lying between Hope-street and Allen-
street as extends from George's-road, or Hope,
or Allen, or Queen Streets, respectively, into
King-street aforesaid; so much of York-street as
extends from Queen-street aforesaid to King-
street aforesaid:

And also for the purposes of the said railway
to stop up and divert a certain public foot-
way or road leading out of the turnpike
road or public highway from Manchester to
Altrincham, and called the Stretford-road;
such stopping up and diversion to commence
at or near a warehouse belonging to the
trustees of the Duke of Bridgewater at Broad

Heath, in the township of Altrincham and parish of Bowden, in Cheshire, and passing close to the Duke of Bridgewater's Canal there, and to terminate at or near the bridge which carries the Warrington and Stockport Railway over the same canal in the said township and parish, and to substitute in lieu thereof another public footpath or road, commencing and terminating at the same point as the footpath proposed to be diverted, and running nearly parallel thereto but at a distance of about two and a half chains further from the said canal :

And also to stop up and divert so much of another public footway or road as extends from the corner of a field in the township of Cheadle Bulkeley and parish of Cheadle, belonging to the trustees of Henry Harrison, deceased, and in the occupation of Sir James Watts, and numbered 45 on the plans of the Stockport, Timperley, and Altrincham Junction Railway, deposited in the month of November, one thousand eight hundred and sixty, with the Clerk of the Peace for the county of Chester in respect of that railway, to or near where such footpath or road joins the Manchester and Wilmslow turnpike road, near to the bridge which carries that road over the river Mersey, and to substitute in lieu thereof another footpath, to commence at the point of diversion of the said footpath in the said field No. 45, and to carry the same along the boundary of the counties of Lancaster and Chester on the Lancashire side of the said boundary, and in property of the Stockport, Timperley, and Altrincham Junction Railway Company, and near to the proposed Cheadle Station on the said railway, and to carry the same into the said Manchester and Wilmslow turnpike road about three chains measured in a south-westerly direction from the bridge which carries the said turnpike road over the said railway, and about thirteen chains from the entrance gates leading to Abney Hall :

And also to stop up and divert a part of a public footpath in the township of Bredbury, in the parish of Stockport, commencing at the turnpike road leading from Stockport to Hyde and Mottram at a point on the said turnpike road near to a cotton factory in the occupation of Benjamin Ashton, and terminating near the northerly side of an occupation bridge in the said township of Bredbury, erected over the Newton and Compstall Branch Railway for the use of William Collier Vaudrey and his tenants, and to substitute in lieu thereof another footpath to commence at the said turnpike road at or near the easterly side of the bridge carrying the said turnpike road over the said Newton and Compstall Branch Railway, and running along and parallel with that railway to the before-mentioned occupation bridge, and thence passing over the same bridge and terminating by a junction with the existing footpath at the westerly side of the said occupation bridge, and leading from thence to Salter's-lane, in the said township of Bredbury, and parish of Stockport.

7. To extend the time granted by "The West Cheshire Railways Acts, 1861 and 1862" respectively (24 and 25 Vict., cap. 143, and 25 and 26 Vict., cap. 190), for the compulsory purchase of lands, and to extend the time for the execution

of the works mentioned in the said Acts respectively.

8. The Bill will authorise the crossing, diverting, altering, or stopping up, whether temporarily or permanently, of roads, tramways, drains, sewers, navigations, rivers, streams and watercourses, so far as may be necessary in constructing or maintaining the intended branch railways and works, the purchase of lands, houses, and other property, compulsorily, and the levying of tolls, rates, and charges ; and it will confer on the two Companies other rights and privileges.

9. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845 ;" "The Lands Clauses Consolidation Act, 1845 ;" "The Lands Clauses Consolidation Acts Amendment Act, 1860 ;" "The Railways Clauses Consolidation Act, 1845 ;" "The Railways Clauses Act, 1863 ;" and "The Companies Clauses Act, 1863 ;" and it will amend and enlarge the powers and provisions of "The Great Northern Railway Act, 1846," (9 and 10 Vict., cap. 71), and of any other Acts relating to the Great Northern Railway Company ; "The Manchester, Sheffield, and Lincolnshire Railway Act, 1849" (12 and 13 Vict., cap. 81), and any other Acts relating to that Company ; and also of the following and of any other Acts relating to the four Companies respectively, namely, 23 Vict., caps. 16 and 90 ; 24 and 25 Vict., caps. 113, 143, and 175 ; 25 and 26 Vict., cap. 190 ; and also the Act 27 and 28 Vict., cap. 290, hereinbefore mentioned. It is also intended to amend and extend the powers of "The Garston and Liverpool Railway Act, 1861" (24 Vict., cap. 35), especially with relation to the constitution and powers of the joint Committee constituted under the powers of the said Act.

10. Duplicate plans and sections, describing the lines, situation, and levels of the railways, roads, and works proposed by the Bill, and describing the lands, houses, and other property in or through which the said railways and works will be made ; and a plan of the land to be taken in the said township of Heaton Norris for the purposes of the Stockport, Timperley, and Altrincham Junction Railway, together with books of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property respectively ; also a published map with the lines of railway delineated thereon, so as to show their general course and direction ; and a copy of this notice will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Cheshire, at his office at Chester, and with the Clerk of the Peace for Lancashire, at his office at Preston ; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken ; and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House

of Commons, on or before the twenty-third day of December next.

Dated this tenth day of November, 1864.

Johnston, Farquhar, and Leech, 65, Moor-gate-street, London ;

J. R. Lingard, Manchester ;

Solicitors for the Bill.

In Parliament—Session 1865.

Great Northern Railway.

(Junctions at Newark, Spalding, Essendine, and Barkstone, Branch near Bradford—Arrangements with Leeds, Bradford, and Halifax, and Lancashire and Yorkshire Railway Companies—Contribution towards Liverpool Central Station Railway).

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

To enable the Great Northern Railway Company (hereinafter referred to as "The Company") to make and maintain the railways hereinafter mentioned, or some or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say :

Railway No. 1 (Newark Midland Junction). A railway commencing in the parish of Newark, by a junction with the Great Northern Railway, at or about the mile-post indicating 120½ miles from London, crossing the River Trent, and terminating in the parish of Kelham by a junction with the Midland Railway, at about 240 yards from and eastward of the Newark station of that railway.

Railway No. 2 (Newark Quay Line). A railway in the parish of Newark, commencing by a junction with the Railway No. 1, in a field belonging to Philip Handley, Esquire, and occupied by Richard Gee and William Hall, which field is bounded on the north-west by the Trent, and distant about 200 yards from the Great Northern Railway, and terminating on the public quay at Newark, at or near Cow Lane. Both the said railways will be in Nottinghamshire.

Railway No. 3 (Spalding and March Extension). A railway in the parish of Spalding, in the parts of Holland, in Lincolnshire, commencing by a junction with the Spalding and March Line of the Great Northern Railway, at or about 132 yards south of the Bourn Road, at Spalding, and terminating by a junction with the Great Northern Railway, at or about eleven yards from and south of the spot where the Great Northern Railway crosses the Pinchbeck Road.

The Bill will also authorize the Company to stop up Stepping Stone Lane, in the said parish, and to construct a new road, commencing in the Bourn Road, opposite the western end of Dolman's Row, and terminating at a drain dividing the field belonging to Henry Hawkes, Esquire, and occupied by Mr. William Pike, from the field belonging to Mrs. Louisa Walker and others, and occupied by Mrs. Elizabeth Bemrose and William Tingey. And the Bill will also authorize the diversion in the said fields of a footpath leading from the level crossing of Stepping Stone Lane, over the Great Northern Railway, through the said fields.

It will also enable the Company to take by compulsion certain land in the same parish, bounded on the north-east by the Pinchbeck Road, on the west by the Great Northern Railway, and on the south-east by Stepping Stone Lane.

Railway No. 4 (Essendine Junction). A railway in the parish of Essendine, in the county of Rutland, commencing by a junction with the main line of the Great Northern Railway, at or about thirty-three chains south of the Essendine Station,

and terminating by a junction with the Bourn and Essendine Line of the same railway, at or about eighteen chains east of the said station, measured along the said Bourn and Essendine Railway.

Railway No. 5 (Barkstone Junction). A railway in the parish of Barkstone, in the parts of Kesteven in Lincolnshire, commencing by a junction with the main line of the Great Northern Railway, at or about fifty-one chains north of the Barkstone Junction, and terminating by a junction with the Boston, Sleaford, and Midland Counties Line of the Great Northern Railway, at or about thirty-nine chains from the same junction, measured along the said line.

Railway No 6 (Bradford Branch). A railway wholly in the parish of Bradford, in the West Riding of Yorkshire, commencing by a junction with the branch railway authorized to be constructed by the "Leeds, Bradford, and Halifax Junction Railway Act, 1864," in a field numbered 157 on the plans deposited with the Clerk of the Peace for the West Riding of Yorkshire with relation to the said Act, and terminating on the south side of Headley Ley Lane, at or near Lower Headley.

Railway No. 7 (Lancashire and Yorkshire Railway Branch). A Railway wholly in the said parish of Bradford, commencing by a junction with Railway No. 6, at the spot where the said Railway No. 6 is intended to cross the Bowling-lane Branch of the Leeds and Halifax turnpike road, opposite or near to the Lister's Arms Inn, and terminating by a junction with the Bradford and Halifax Branch of the Lancashire and Yorkshire Railway, at or near and to the southward of the spot where the said branch crosses Mill Lane.

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

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

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

To authorize the Company to contribute, out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the Bill by shares, or stock and by loan, and with or without any such priority of dividend or interest as aforesaid, towards the cost of constructing and maintaining the works authorized by "The Liverpool Central Station Railway Act, 1864" (27 and 28 Vict., cap. 290); and to enable the Company to hold shares in the capital of the Company incorporated by the said Act, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint Directors of the Company, and to participate in the property and control of the undertaking authorized by the said Act.

To enable the Company, on the one hand, and the Leeds, Bradford, and Halifax, and the Lancashire and Yorkshire Railway Companies, or either of them, on the other hand, from time to time to

enter into agreements with respect to the working, use, management, and maintenance of the said intended Railways No. 6 and No 7, and the works connected therewith, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the said two railways, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic. And to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railway Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of "The Great Northern Railway Act, 1846" (9 and 10 Vict., cap. 71), and of any other Acts relating to the Great Northern Railway Company, and also of "The Liverpool Central Station Railway Act, 1864," and of any other Acts relating to the Company thereby incorporated, and also "The Leeds, Bradford, and Halifax Junction Railway Act, 1852" (15 and 16 Vict., cap. 118), and any other Acts relating to the Leeds, Bradford, and Halifax Junction Railway Company; also the Acts 1 and 2 Will. IV., cap. 60, the 22 and 23 Vict., cap. 110, and any other Acts relating to the Lancashire and Yorkshire Railway Company.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, or which are intended to be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessces, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the lines of railway delineated thereon, so as to show their general course and direction; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Nottingham, at his office at Newark; and with the Clerk of the Peace for the parts of Holland, at his office at Boston; with the Clerk of the Peace for Rutlandshire, at his office at Oakham; with the Clerk of the Peace for the parts of Kesteven, at his office at Sleaford; and with the Clerk of the Peace for the West Riding of Yorkshire, at his office at Wakefield; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

Printed copies of the 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.

Johnston, Farquhar, and Leech, 65, Moorgate-street, London, Solicitors for the Bill.

In Parliament—Session 1865.

Rickmansworth, Amersham, and Chesham Railway.

(Extension of Time).

NOTICE is hereby given, that "The Rickmansworth, Amersham, and Chesham Railway Company" intend to apply to Parliament in the next session for leave to bring in a Bill to extend the time granted by "The Rickmansworth, Amersham, and Chesham Railway Act, 1862," for the compulsory purchase of lands, and also the time, within which according to such Act, the railways thereby authorised are to be completed; and the Bill will amend the said Act, and also "The Rickmansworth, Amersham, and Chesham Railway (Level Crossing at Rickmansworth) Act, 1864;" and the Bill will vary and extinguish all existing rights and privileges which would interfere with the objects of the Bill.

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.

Johnston, Farquhar, and Leech, 65, Moorgate-street, London, Solicitors for the Bill.

In Parliament—Session 1865.

Great Northern Railway and Leeds, Bradford, and Halifax Junction Railway, Amalgamation.

IT is intended to apply to Parliament in the next session thereof for leave to bring in a Bill for the amalgamation of the undertaking of the Leeds, Bradford, and Halifax Junction Railway Company with that of the Great Northern Railway Company, so as to vest in the last-named Company, the undertaking of the Leeds, Bradford, and Halifax Junction Railway Company, and all the lands, and other property whether real or personal, and all powers, rights and privileges, duties and liabilities of the Leeds, Bradford, and Halifax Junction Railway Company, whether with reference to their own undertaking or to the undertaking of other Companies or persons, and to enable the Great Northern Railway Company to exercise and enjoy all such powers, rights, and privileges, and especially the power of levying tolls and other charges.

The Bill will enable the Great Northern Railway Company for the purposes aforesaid to raise additional capital by shares or stock, and by loan, and to attach to the shares or stock so raised any preference or priority of dividend or interest over the existing shares or stock of the said Company.

The Bill will alter, amend, and enlarge the powers and provisions of the Leeds, Bradford and Halifax Junction Railway Acts, 1852, 1853, 1854, 1855, 1859, 1861, 1862, and 1864, and of the Great Northern Railway Act, 1846 (9 and 10 Vic. cap. 71), and the several other Acts relating to the Great Northern Railway Company.

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

Dated this 1st day of November, 1864.

Johnston, Farquhar, and Leech, 65, Moorgate-street, London.

Barr, Nelson, and Barr, Leeds.

Solicitors for the Bill.

In Parliament—Session 1865.

The Northern Assurance Company (Repeal, Amendment, and Consolidation of Acts, Alteration and Enlargement of the Powers of the Company).

NOTICE is hereby given, that the Northern Assurance Company (who are herein referred to as "The Company") intend to apply to Parliament next session for leave to bring in a Bill to repeal, annul, alter, enlarge, and consolidate the powers and provisions of the contract of co-partnery of the Company, dated the 2nd day of June, 1836, and subsequent dates, the articles of agreement and deed of accession, bearing date the 1st day of April, 1847, and various subsequent dates, and of the following Acts relating to the Company, namely:—an Act passed in the session of Parliament, held in the 11th and 12th years of the reign of Her Majesty, cap. 46, and intituled "An Act for incorporating the North of Scotland Fire and Life Assurance Company, under the name of 'The Northern Assurance Company,' for enabling the said Company to sue and be sued, and to take, hold, and transfer property, for confirming the rules and regulations of the said Company, and for other purposes relating thereto," and an Act passed in the 24th year of the reign of her Majesty, cap. 40, and intituled "The Northern Assurance Amendment Act, 1861."

And it is intended by the said Bill to effect the following, or some of the following, among other purposes:—

1. To make such alterations in the constitution of the Company, and its management and capital, as the Bill will define.

2. To alter and regulate the existing capital of the Company, and to authorize the Company to raise further capital by shares or stock, upon such terms and conditions, and with such advantages as the Bill will define, with power to convert the present shares of the Company into shares of a higher denomination.

3. To regulate the domicile of the Company, to establish a General Court of Directors and to define its powers, and to alter and define the present constitution, proceedings, and functions of the Aberdeen and London Boards, of the local Boards of the Company, and of the participation policy holders' Committee.

4. To provide for the holding of the General Meetings of the Company in England as well as in Scotland, and to regulate the proceedings at such meetings.

5. To enable the Company to purchase and hold land of any tenure, and to invest on the security of land.

6. To give powers for the purchase, wholly or in part, of the business of other Insurance Companies and for amalgamation with any such Companies; and for the sale, in whole or in part, of the business of the Company; and for the dissolution of the Company for the purpose of any such amalgamation, sale, or otherwise.

The Bill will confer upon the Company all such rights and privileges as are necessary for carrying into effect the objects of the Bill; and it will vary and extinguish all such existing rights and privileges as may interfere with the attainment of any of these objects.

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

Dated this 1st day of November, 1864.

Adam and Anderson, Aberdeen.

Johnston, Farquhar, and Leech, 65, Moor-gate-street, London.

Solicitors for the said Bill.

No. 22914.

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In Parliament.—Session 1865.

London, Bucks, and East Gloucestershire Railway.

(Incorporation of Company; Railways from Yarn-ton to Risborough and Hendon; Junctions with other Railways; Powers to neighbouring Railway Companies; and to Midland Railway Company to subscribe; Powers over Witney, Watford, and Rickmansworth, Rickmansworth, Amersham, and Chesham, and East Gloucestershire Railways.)

APPPLICATION is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company, hereinafter called "the Company," and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all necessary and convenient works, stations, and approaches.

No. 1. A railway commencing in the parish of Yarn-ton, in the county of Oxford, by a junction with the authorized Railway No. 6 of the East Gloucestershire Railway, at a point about the seventh furlong from the commencement of the said Railway No. 6, and in a field numbered 18 in the same parish, on the plans deposited at the office of the clerk of the peace for Oxfordshire, with relation to the "East Gloucestershire Railway Act, 1864," and terminating in the parish of Ellesborough, in the county of Bucks, in a field the property of Lady Louisa Ann Frankland Russell, and occupied by Mr. Emanuel Verey, and which said field is situate on the south side of and abuts on a road leading from Bishopstone, past North Lee, to the turnpike road from Stoke Mandaville to Risborough, and which said railway will pass through or into Cassington, Yarn-ton, Woolvercot, Cutteslowe, Little Cutslow, Great Cutslow, Summerstown, Marston, Water Eaton, Elsfield, Stow Wood, Wood Eaton, Kidlington, Noke, Islip, Oddington Charlton, Waterstock Holton, Waterperry Ot Moor, Beckley, Horton, Studley, Horton-cum-Studley, The Forest, Forest Hill, Stanton Saint John, and Thame, or some of them, all in the county of Oxford; Shabbington, Oakley, Boarstall, Studley, Worminghall, Ickford, Chilton, Long Crendon, Chearsley, Towersey, Kingsey, Tythorpe, Had-denham, Aston Sandford, Illmer, Cuddington, Dinton, Aston Mullins, Marsh-green, Ford, Kimblewick, Waldrige, Lower Waldrige, Owlswick, Meadle, Princes Risborough, Marsh Green, Little Marsh, Long (otherwise Longwick), Kimblewick, Monks Risborough, Stone, Bishops-stone, Stoke Mandaville, Great Kimble, Little Kimble, North Lee, and Ellesborough, or some of them, all in the county of Buckingham.

Railway No. 2. A railway commencing in the said parish of Ellesborough, at the termination of Railway No. 1, and terminating in the parish of Hendon, in the county of Middlesex, by a junction with the authorised line of the Midland Railway Extension to London, in a field in the said parish of Hendon, No. 47 on the plans deposited at the office of the clerk of the peace for Middlesex, in the month of November, 1862, with relation to the "Midland Railway (Extension to London) Act, 1863;" the said railway will pass through or into Ellesborough, North Lee, Stoke Mandaville, Kimblewick, Nash Lee, Little Kimble, Great Kimble, Weston Turville, Halton, Wendover, Wendover Dean, Little Hampden, Hampden, Saint Leonard's, Lee, Great Missenden, Little Missenden, Chesham, Chesham Bois, Amersham, Flaimdon, Bovingdon, Chesneys, Sarratt, and Chalfont Saint Giles, all in the county of Buckingham; Rickmansworth, Aldenham, Watford, and Bushey, or some of

them, all in the county of Herts; Hatch End, Pinner, Harrow Weald, Harrow on the Hill, Stanmore, Whitechurch, Kenton, the Hyde, Kingsbury, Kingsbury Green, Willesden, Hampstead, Finchley, and Hendon, or some of them, all in the county of Middlesex.

Railway No. 3. A railway commencing in Water Eaton, in the parish of Kidlington, in the county of Oxford, by a junction with Railway No. 1, at or near the turnpike road leading from Oxford to Kidlington, at about two furlongs three and a half chains to the southward of the crossing of the said turnpike road by the Oxford, Winslow, and Bletchley branch of the London and North Western Railway, and terminating in the parish of Woolvercot, in the county of Oxford, by a junction with the last mentioned branch railway, at or about six furlongs southward of the before mentioned point of crossing of the said turnpike road.

Railway No. 4. A railway commencing in the said parishes of Great Kimble and Little Kimble, or one of them, by a junction with Railway No. 1, in or near a pasture field, the property of Benjamin Lewis, Esquire, and occupied by Mr. Henry Carter, and which field is situate at the northern extremity of the fork caused by the junction of the roads leading from Kimblewick Farm to Marsh Green, and from Great Kimble to Marsh Green, and terminating in the parish of Great Kimble, by a junction with railway No. 5, hereinafter described, at or about five and a half chains, measured along the road leading from March Green to Stoke Mandaville, westward of the level crossing whereby the said road is carried across the Aylesbury branch of the Wycombe Railway in the said parish; and which Railway No. 4 will pass through or into Ellesborough, Kimblewick, Stone (otherwise Bishopstone), Stoke Mandaville, Little Kimble, and Great Kimble, or some of them, all in the county of Bucks.

Railway No. 5. A railway commencing in the parish of Aylesbury, in the county of Buckingham, by a junction with the authorized line of the Aylesbury and Buckingham Railway, seven chains to the south-east of the point where, according to the deposited plans of the said railway, such railway is intended to cross the turnpike road leading from Aylesbury to Thame, and terminating by a junction with Railway No. 1, at the termination of the said railway hereinbefore described, which Railway No. 5 will pass through or into Aylesbury, Hartwell, Stone (otherwise Bishopstone), Stoke Mandaville, Little Kimble, Great Kimble, and Ellesborough, or some of them, all in the county of Buckingham.

Railway No. 6. A railway wholly in the parish of Watford, in the county of Herts, commencing by a junction with Railway No. 2, in a field numbered 1582 on the tithe commutation map for the said parish of Watford, and terminating by a junction with the Watford and Rickmansworth Railway, at or near a bridge whereby the said railway is carried over the river Colne, and which bridge is situate about five furlongs south-west of the post denoting one mile from the Watford Junction station of the said Watford and Rickmansworth Railway.

Railway No. 7. A railway wholly in the said parish of Watford, commencing by a junction with the said Watford and Rickmansworth Railway, at or near the crossing by the said railway of the road leading from Brightwells to Holloway, which crossing is situate about five chains south-west of the post denoting two miles from the aforesaid Watford Junction Station, and terminating by a junction with Railway

No. 2, in a field numbered 1791 on the tithe commutation map of the said parish of Watford.

The Bill will take power to stop up, alter, or divert, whether temporarily or permanently, all such roads, tramways, aqueducts, canals, rivers, streams, and watercourses, within the aforesaid places, as it may be necessary to stop up, alter, or divert, for the purposes of the Bill; and to purchase by compulsion lands and houses for the purposes of the said intended railways and works, or some of them; and to alter, vary, or extinguish all existing rights and privileges which would interfere with the construction, maintenance, and use of the said intended railways and works; and also to levy tolls, rates, and duties, for or in respect of the use of the said intended railways and works, or any of them.

Plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners or lessees, lessees, and occupiers of such lands and houses, and a published map with the lines of the intended railways delineated thereon, and a copy of this notice, will, on or before the 30th day of November instant, be deposited with the clerk of the peace for the county of Oxford, at his office in Oxford, and with the clerk of the peace for the county of Buckingham, at his office in Aylesbury, and with the clerk of the peace for the county of Herts, at his office in St. Alban's, and with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; and a copy of so much of the said plans, and sections, and books of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this notice, will on or before the 30th day of November instant, be deposited with the parish clerk of each such parish, at his place of abode; and in the case of any extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode.

The Bill will enable the Company, and all persons lawfully working or using their railway, to run over, work, and use, with their officers and servants, and their engines and carriages, and for the purposes of their traffic, the Witney, the Watford, and Rickmansworth, Rickmansworth, Amersham, and Chesham, and the East Gloucestershire Railways, and all stations, watering-places, sidings, works, and conveniences connected therewith respectively, upon such terms and conditions, and upon payment of such tolls and other considerations as shall be agreed on, or, in default of agreement, be settled by arbitration, or as shall be defined by the Bill, and the Bill may for that purpose vary the tolls authorized to be taken by the said Witney, the Watford, and Rickmansworth and East Gloucestershire Railway Companies, and in that respect alter the Acts relating to them.

The Bill will authorize the Midland Railway Company to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the Bill by shares, or stock, and by loan, and with or without any priority of dividend or interest, and other advantage over their existing and authorized capital; and to enable the Midland Railway Company to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any

part thereof, and to appoint directors of the Company.

And it is also proposed to authorize agreements and arrangements between the Company and the London and North-Western, the Midland, the Great Northern, and the East Gloucestershire Railway Companies, or some of them, with respect to the management, use, and working of the said intended railways; and with respect to the conduct, regulation, and management, and the transmission, forwarding, and delivery of traffic upon the respective railways of the said Companies; and with respect to the tolls and charges, or other payments for or in respect of such traffic, and with respect to the apportionment between and amongst the contracting Companies of tolls and charges received in respect of such traffic.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the 7th and 8th Vict., cap. 18, and of any other Acts relating to the Midland Railway Company; the 9th and 10th Vict., cap. 204, and any other Acts relating to the London and North-Western Railway Company; the 9th and 10th Vict., cap. 71, and any other Acts relating to the Great Northern Railway Company; also 25 and 26 Vict., cap. 171; and 27 and 28 Vict., cap. 276; and also 22 and 23 Vict., cap. 46; 24 Vict., cap. 22; and 27 and 28 Vict., cap. 101; also the 23 and 24 Vict., cap. 111; and 26 and 27 Vict., cap. 131; and also the 27th and 28th Vict., cap. 285.

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

Dated this 10th day of November, 1864.

Johnston, Farquhar, and Leech, 4, Old Palace-yard, Westminster.

In Parliament.—Session 1865.

East Gloucestershire and Wiltshire Railway.

(Incorporation of Company; Construction of Railways from Brokenborough, in Wiltshire, to Fairford, in Gloucestershire; Powers over the undertaking of the Wilts and Gloucestershire Railway Company; Arrangements with that Company and with Midland and East Gloucestershire Railway Companies.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to incorporate a Company (hereinafter referred to as "the Company,") and to confer on such Company powers to execute the railways and works hereinafter described, or any part or parts thereof, and to carry into effect all or any of the other objects of the Bill, viz.:—

To make and maintain the following railways, with all necessary and proper stations, sidings, junctions, communications, works and conveniences, connected therewith, that is to say:—

No. 1. A railway commencing in the parish of Brokenborough, in the county of Wilts, by a junction with the authorised line of the Wilts and Gloucestershire Railway, in a field numbered 32 in the said parish on the plans deposited with the Clerk of the Peace for Wiltshire, in the month of November, 1863, with respect to "The Wilts and Gloucestershire Railway Act, 1864," and terminating in the parish of Fairford, in the county of

Gloucester, by a junction with the authorised line of the East Gloucestershire Railway, in a field, numbered 92 in the said parish, on the plans deposited in the month of November, 1863, at the office of the Clerk of the Peace for Gloucestershire, with respect to "The East Gloucestershire Railway Act, 1864." And which said Railway, No. 1., will pass through or into Brokenborough, Long Newton, Bremilham, Saint Mary Westport, Westport Saint Mary, Saint Paul Malmesbury, the Abbey Malmesbury, Malmesbury, Garsden, Charlton, Eastcourt, Crudwell, Cloatley (otherwise Cloatsley), Hankerton, Oaksey, Minety, Pool Keynes, Shorncliffe, Somerford Keynes, Ashton Keynes, Latton, Marston Maisey, or some of them, all in the county of Wilts; South Cerney, Cerney Wick, Driffield, Down Ampney, Ampney Crucis, Ampney Saint Mary (otherwise Ashbrook), Ampney Saint Peter (otherwise Eastington), Maiseyhampton, Kempsford, and Fairford, or some of them, all in the county of Gloucester.

Railway No. 2. A short spur or branch railway, wholly in the said parish of Brokenborough, and in a field numbered 19 in the said parish, on the plans deposited as aforesaid with respect to "The Wilts and Gloucestershire Railway Act, 1864," commencing by a junction with the said Wilts and Gloucestershire Railway, and terminating by a junction with Railway No. 1, hereinbefore described, where the said field abuts on the turnpike road leading from Tetbury to Malmesbury.

Railway No. 3. A Railway commencing in the parish of Oaksey, in the county of Wilts, by a junction with Railway No. 1 in a field, forming part of the Oaksey Park Estate, at or about thirty-five chains south-east of Oaksey Park House, and about twenty-seven chains in a south-westerly direction from the point where the road leading from Oaksey Village by Tidling Corner to Minety crosses the Swill Brook, and terminating by a junction with the Great Western Railway in the parish of Minety, at or about twenty-five chains, measured along the said railway in a north-westerly direction, from the crossing by the said railway of the road leading from Minety to Somerford Keynes.

The Bill will take power to stop up, alter, or divert, whether temporarily or permanently, all such roads, tramways, aqueducts, canals, rivers, streams, and watercourses, within the aforesaid places, as it may be necessary to stop up, alter, or divert, for the purposes of the Bill; and to purchase by compulsion, lands and houses for the purposes of the said intended railways and works, or some of them; and to alter, vary, or extinguish all existing rights and privileges which would interfere with the construction, maintenance and use of the said intended railways and works; and also to levy tolls, rates, and duties, for or in respect of the use of the said intended railways and works, or any of them.

Plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands and houses, and a published map, with the lines of the intended railways delineated thereon, and a copy of this notice, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester, and with the Clerk of the Peace for the county of Wilts, at his office in Marlborough; and a copy of so much of the said plans and sections, and books of reference, as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy

of this notice, will, on or before the 30th day of November instant, be deposited with the parish clerk of each such parish, at his place of abode; and in the case of any extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode.

The Bill will enable the Company, and all Companies and persons lawfully using their railway, with their officers, and servants, to run over, work, and use, with their engines and carriages, and for the purposes of their traffic, the Wilts and Gloucestershire Railway, and all stations, watering-places, sidings, works and conveniences connected therewith, upon such terms and conditions, and upon payment of such tolls and other considerations as shall be agreed on, or, in default of agreement, be settled by arbitration, or shall be defined by the Bill; and the Bill may, for that purpose, vary the tolls authorised to be taken by the Wilts and Gloucestershire Railway Company.

And it is also proposed to authorise agreements and arrangements between the Company and the Midland, the East Gloucestershire, and the Wilts and Gloucestershire Railway Companies, or some or one of them, with respect to the management, use, and working of the said intended railways; and with respect to the conduct, regulation, and management, and the transmission, forwarding, and delivery of traffic, upon the respective railways of the said Companies; and with respect to the tolls and charges, or other payments for or in respect of such traffic; and with respect to the apportionment between and amongst the said Companies, of tolls and charges received in respect of such traffic.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the 5th and 6th William IV., cap. 107; 26 and 27 Vict., caps. 113 and 198, and of any other Acts relating to the Great Western Railway Company; the 7th and 8th Vict., cap. 18, and of any other Acts relating to the Midland Railway Company; "The East Gloucestershire Railway Act, 1864;" and "The Wilts and Gloucestershire Railway Act, 1864."

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

Dated this 10th day of November, 1864.

Johnston, Farquhar, and Leech, 4, Old Palace Yard, Westminster.

Sewell, Newmarch, and Francis, Mullings and Company, Cirencester.

In Parliament.—Session 1865.

Great Northern Railway.

(Line from Sleaford to Bourn.)

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

To enable the Great Northern Railway Company (hereinafter referred to as "The Company") to make and maintain the Railway hereinafter mentioned, with all needful works, stations, approaches, and conveniences connected therewith, that is to say:—

A railway (wholly in the parts of Kesteven, in Lincolnshire) commencing in the parish of Old Sleaford, by a junction with the Boston, Sleaford, and Midland Counties Railway, at or near the post

indicating a quarter of a mile distant from and to the eastward of Sleaford Station, and about 1 furlong 1 chain and 74 links to the eastward of the spot where the said railway crosses Mareham-lane, in the parish of old Sleaford, passing through the following parishes and places, or some of them, that is to say:—Old Sleaford, New Sleaford, Kirkby Laythorpe (otherwise Kirkby-le-Thorpe), Quarrington, Silk Willoughby, Burton Pedwardine, Screddington, Aswarby, Spanby, Swaton, Osbournby, Threkingham, Stowe Green, Horbling, Bridge-end, Billingborough, Sempringham, Pointon, Birthorpe, Aslackby, Millthorpe Graby, Dowsby, Rippingale, Dunsby, Hacconby (otherwise Hackenby), Stainfield (otherwise Stenfield), Morton, Hanthorpe (otherwise Harmsthorpe), Dyke, Cawthorpe, Thurlby, and Bourn, and terminating in the last-named parish by a junction with the Bourn and Essendine Line of the Great Northern Railway, at a point 71 yards or thereabouts south of the sixth mile post on the said Bourn and Essendine Line, and immediately adjoining the boundary dividing the parishes of Bourn and Thurlby.

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

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works; to 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 apply their existing funds, and any moneys which they have still power to raise to the purposes of the said intended railway and works, and for the same purpose to raise additional capital by shares or by stock, and by borrowing; and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863." And it will amend and enlarge the powers and provisions of "The Great Northern Railway Act, 1846," 9 and 10 Vic., cap. 71, and of the several other Acts relating to the Company.

Duplicate plans and sections describing the line, situation, and levels of the proposed works, and the lands, houses, and other property, in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands houses, and other property; also a published map, with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the parts of Kesteven, at his office at Sleaford; and on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through which the intended works will be made, or in which any lands, houses or other property are intended to be taken; and a copy of this Notice will be deposited with the parish

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

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

Dated this 7th day of November, 1864.

Johnston, Farquhar, and Leech, 65, Moor-gate-street, London, Solicitors for the Bill.

Great Northern Railway.

(Hornsey and Hertford Branch.)

THE Great Northern Railway Company (who are hereinafter called "The Company") intend to apply to Parliament in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To enable them to make and maintain the railways hereinafter mentioned, or some or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:—

Railway No. 1. Commencing by a junction with the Great Northern Railway in the Parish of Tottenham, in the County of Middlesex, at or near the northern end of the passenger platform of the Wood Green Station, passing through the following places: Tottenham, Hornsey, Wood Green, Edmonton, Southgate, Winchmore Hill, and Enfield, all in the County of Middlesex; Northaw, Little Berkhamstead, Cheshunt, Gough's Oak, Wormley, Bishop's Hatfield, Bayford, Brickendon Liberty of All Saints and St. John's Hertford, St. Andrew's, and Hertingfordbury, all in the county of Hertford, and terminating in the last-named parish by a junction with the Hertford, Luton, and Dunstable part of the Great Northern Railway, at or about the spot where the said Railway crosses the River Mimram.

Railway No. 2. A short spur in Hertingfordbury, issuing from the Railway No. 1, at or about one hundred and fifty yards to the westward of Horn's Mill, belonging to and occupied by Mr. Franklin Haggard, on the River Lee, and terminating by a junction with the Hertford, Luton, and Dunstable Railway, about two furlongs south-westward of the point of junction therewith hereinafter described.

Railway No. 3. Commencing by a junction with the Great Northern Railway in the Parish of Hornsey, at the northern end of the down platform of the Hornsey Station, and terminating by a junction with the Railway No. 1, in or near a field belonging to Mr. Philip Powys Libbe, and occupied by Mr. Thomas Holland, in the Parish of Edmonton, which field is near Cock Lane, and is at the boundary between the parishes of Edmonton and Tottenham, the whole of the said railway being in Middlesex.

Railway No. 4. Commencing by a junction with the Hertford, Luton, and Dunstable Railway, in the Parish of Digswell, at a distance of half a mile, measured along the said railway in an easterly direction, from its junction with the Great Northern Railway at the Welwyn Junction, and terminating, by a junction with the Great Northern Railway in the parish of Digswell, at or about one furlong south of the southern end of the Welwyn Viaduct. The whole of which railway will be in Hertfordshire.

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

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

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

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of "The Great Northern Railway Act, 1846" (9 and 10 Vict., cap. 71), 24 and 25 Vict., cap. 70, and of any other Acts relating to the Company.

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

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

Dated this 10th day of November, 1864.

Johnston, Farquhar, and Leech, 65, Moor-gate-street, London, Solicitors for the Bill.

Mansfield and Worksop Turnpike Road.

(Continuation of Term—Amendment or Repeal of Act—Diversion of Road—Abandonment and Stopping-up of Roads and New Road—Levying Tolls.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next Session for leave to bring in a Bill to continue and extend the term, and alter, amend, and enlarge all or

some of the powers and provisions of the Mansfield and Worksop Road Act, 1857, or to repeal such Act or some of the powers and provisions thereof, and to grant further, better, and more effectual powers instead thereof, and in the said Bill provisions will be made for all or some of the purposes following (that is to say) —

To levy and collect tolls, to alter or vary the tolls now authorised to be taken on the said road, to confer, vary, and extinguish exemptions from payment of tolls, to alter the application of the money arising from such tolls, and to confer, vary, or extinguish other rights and privileges, to alter the rate of interest now payable, and to fix the rate of interest to be hereafter paid in respect of the debt due and owing upon the credit of the tolls, or the proportion of the tolls to be applied in payment of interest and principal, and to charge such debt and interest or some part thereof on the tolls to arise from the intended road to be made as hereinafter mentioned.

To divert the Mansfield and Worksop Turnpike-road, and in lieu of so much of the Mansfield and Worksop Turnpike-road intended to be discontinued and stopped up as hereinafter mentioned :—

To make and maintain a road commencing at a point in the parish of Cuckney, in the county of Nottingham, 66 yards south of the junction of the said Mansfield and Worksop Turnpike-road with the highway leading from Cuckney aforesaid to Nether Langwith, in the said parish of Cuckney, passing in a northerly direction through or into the several parishes, townships, or places following, or some of them (that is to say) Cuckney, South-Car, Norton Holbeck, Holbeck Woodhouse, Woodhouse Hall, Welbeck, Worksop, Worksop Manor, all in the county of Nottingham, and Whitwell Belp, otherwise Belk, in the county of Derby, and terminating in the said parish of Worksop by a junction with the Chesterfield and Worksop Turnpike-road, at or near the western end of the stone wall which separates West Wood part of the Worksop Manor Estate from such last-mentioned turnpike-road.

To widen, improve, divert, and convert into a turnpike-road such and so much of the existing roads and highways in the line of the said intended road and within the limits of deviation hereinafter mentioned as may be necessary or expedient for the purposes aforesaid.

To deviate laterally in the construction of the said intended road within such limits as will be defined on the plans thereof to be deposited as hereinafter mentioned, and to alter the commencement and course or line and termination of such road to any extent within such limits of deviation.

To form junctions with and where necessary to cross and alter either laterally or vertically, or both, all or some of the ways, paths, roads, and brooks from and across, or along or under which the said intended road is intended to be made, and to take, use, convert, and appropriate for the purposes thereof any part of any public or private road or highway which may within the limits aforesaid be in the line of the proposed road or required for the purposes thereof.

To purchase or take by compulsion or by way of exchange or otherwise, all lands and houses required for the purposes of the said intended road, or the approaches thereto, and to vary, repeal, or extinguish all existing rights, privileges or exemptions, in any manner connected with such lands and houses which would in any manner impede or interfere with the construction, maintenance or use of the said road.

To alter, cross, vary, stop up and divert,

whether permanently or temporarily, all roads, highways, embankments, paths, bridges, brooks, watercourses, drains, sewers and pipes situate in the said parishes, townships or places respectively which it may be necessary or expedient to interfere with in the construction, maintenance or use of the said road.

To erect toll-gates and toll-houses, and to levy tolls for the passage of vehicles and carriages, and of engines propelled by steam or otherwise, and of animals along and over the said intended road, or any part thereof, and to grant, confer or vary exemptions from such tolls and to confer or vary other rights, privileges and exemptions.

To abandon and discontinue as a turnpike-road and convert into a highway so much of the Mansfield and Worksop Turnpike-road as lies between the said point in the said parish of Cuckney, 66 yards south of the junction of the said Mansfield and Worksop Turnpike-road with the highway leading from Cuckney to Nether Langwith aforesaid, and that point on the said turnpike-road in the said township of Norton and parish of Cuckney on the south side of the highway leading from Milnthorpe to Carburton Toll-gate where the said highway is intersected by such turnpike-road, and to subject such portion of the said road when converted into a highway to the provisions of the general Acts of Parliament relating to the maintenance and regulation of highways.

To relinquish, discontinue, and stop up as a turnpike-road, highway, and public thoroughfare so much of the said Mansfield and Worksop Turnpike-road as lies between the north side of the last-mentioned highway at Milnthorpe aforesaid and the termination of the said last-mentioned turnpike-road at its junction with the Worksop and Kelham Turnpike-road at or near Sparkenhill, in the said parish of Worksop, and to vest such last-mentioned portion of the said Mansfield and Worksop Turnpike-road and the soil thereof when stopped up in the owners of the lands adjoining thereto or some of them, and with reference to the said turnpike-road so intended to be relinquished, discontinued, or stopped up as aforesaid powers will be taken to extinguish, discontinue, and relinquish the power of levying tolls or duties thereon and to extinguish other rights and privileges in respect thereof.

To relinquish, discontinue, and stop up as a public thoroughfare so much of the public highway leading from Retford in the county of Nottingham to Whitwell in the county of Derby as is situate between a point thereon near Manton Lodge, in the said parish and township of Worksop where a branch of the said road diverges in a north-westerly direction towards the Worksop and Retford Turnpike-road and the point where the said highway intersects the Mansfield and Worksop Turnpike-road near to the Welbeck Toll-bar, or some part of the said portion of the said highway, also so much of the said highway as is situate between Welbeck Toll-bar aforesaid and a point in the township and parish of Worksop about midway between the farm buildings on the Ox Pasture Farm in the said last-mentioned township and parish and the farm buildings on the Birks Farm in the parish of Whitwell and county of Derby, or some part of the last-mentioned portion of the said highway, and to vest the soil of the said portions of highway so to be stopped up in the owners of the lands adjoining thereto, or some of them.

To enable the trustees of the Mansfield and Worksop Turnpike-road to receive contributions of money or land from persons or corporations, to be applied to and for the purposes of the under-

taking, or in discharge of all or any portion of the bond or mortgage debt of the said undertaking.

To incorporate for the purposes aforesaid in the said intended Act all or some of the provisions of the public general Acts now in force relating to turnpike-roads in England.

And notice is hereby also given, that duplicate plans and sections describing the situation, lines, and levels of the intended road or diversion and works hereinbefore described, and the lands and houses to be taken for the purposes of the said Bill, with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and a copy of this notice as published in the London Gazette will be deposited for inspection at the office of the Clerk of the Peace for the said county of Derby, at his office at Derby, 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, on or before the 30th day of November instant, and on or before such 30th day of November instant a copy of so much of the said plans, sections, and books of reference as relates to each of the several parishes hereinbefore mentioned, and a copy of this notice as published in the London Gazette will be deposited with the parish clerk of each such parish, at his place of abode, and, in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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 9th day of November, 1864.

H. Sweet Hodding, Worksop, Solicitor for the Bill.

Marriott & Jordan, Parliamentary Agents,
No. 22, Parliament-street, Westminster.

In Parliament—Session 1865.

Denbigh, Ruthin, and Corwen Railway.

(Extension.)

Extension near Corwen; Compulsory purchase of Lands, Tolls; Running Powers over Vale of Clwyd Railways; Traffic Arrangements; Amendments of Acts; and other Purposes.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to enable the Denbigh, Ruthin, and Corwen Railway Company, hereinafter called "the Company," to make and maintain the railway hereinafter mentioned, or some part or parts thereof, together with all incidental works, stations, approaches, bridges, roads, or communications, viz.:—

A railway wholly situate in the parish of Corwen, in the county of Merioneth, commencing by a junction with the Denbigh, Ruthin, and Corwen Railway, at or near the bridge carrying that railway over the River Dee, and terminating in or near an inclosure numbered 130 in the parish of Corwen, on the plans of railway (No. 1) referred to in the Corwen and Bala Railway Act, 1862.

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 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, or any of them.

To levy tolls, rates, and duties, for or in respect of the use of the said intended railway and works, to confer exemptions from the payment of 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 railway of the Company, or to, from, or over the railways of the Corwen and Bala Railway Company, the Bala and Dolgelly Railway Company, and the Vale of Clwyd 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, 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 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 cancel all or any of their unissued shares, or such shares as are or may be forfeited, and to create and issue new shares in lieu thereof, and to attach to such new shares any guarantee, preference, or priority of payment, in dividend or interest.

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, the Vale of Clwyd Railway and so much of the Chester and Holyhead line of the London and North-Western Railway Company as lies between the junction therewith of the Vale of Clwyd Railway and the Rhyl station, and also to use the Rhyl station, and all other stations, and the booking-offices, sidings, works, warehouses, quays, watering-places, watering supply cranes, and all other conveniences thereof, 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 some of the powers and provisions of "the Corwen and Bala Railway Act, 1862;" following Acts relating to the Denbigh,

Ruthin, and Corwen Railway, viz.:—23 and 24 Vict., cap. 144; 25 and 26 Vict., cap. 60; the following Acts relating to the Bala and Dolgelley Railway Company, viz.:—25 and 26 Vict., cap. 109; 26 and 27 Vict., cap. 179; the following Acts relating to the Vale of Clwyd Railway Company, viz.:—19 and 20 Vict., cap. 45; 24 and 25 Vict., cap. 192; 25 and 26 Vict., cap. 93; the following Acts relating to the London and North Western Railway Company, viz.:—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., 130, and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, and 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, 233, 288, 296, and 309, and any other Acts relating to those Companies.

And notice is hereby further given, that 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 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 of Merioneth, at his office in Dolgelley, 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 Corwen, 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.

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

In Parliament—Session 1865.

Chard Roads.

(Continuation of Term; Amendment or Repeal of Acts; Alteration of Tolls; Mortgages and Interest, and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to continue and extend the term, and to alter, amend, enlarge, or repeal all or some of the powers and provisions of an Act, passed in the 10th year of the reign of His late Majesty King George IV., intituled "An Act for more effectually repairing and improving several roads which lead to and

through the town and borough of Chard, in the county of Somerset, and for making and maintaining a new road from Chard to Drempton, in the county of Dorset," and also of an Act, made and passed in the 11th year of the reign of His Majesty King George IV., intituled "An Act for amending an Act of the last session, intituled an Act for more effectually repairing and improving several roads which lead to and through the town and borough of Chard, in the county of Somerset, and for making and maintaining a new road from Chard to Drempton, in the county of Dorset, and for making and maintaining other roads communicating with the said roads in the counties of Somerset, Devon, and Dorset," and to grant further, better, and more effectual powers instead thereof.

And in the said Bill, provisions will be made for altering, increasing, or diminishing the number of the trustees of the said roads, and to enable such trustees, or the present trustees of the said roads to carry into effect all or some of the purposes following, that is to say:—

To levy and collect tolls, to alter or vary the existing tolls authorized to be taken on the said roads, and to confer, vary, and extinguish exemptions from payment of tolls, and to confer, vary, or extinguish other rights and privileges. To make such arrangements as may be deemed expedient as to the debts now due and owing upon the credit of the tolls, and as to the payment of principal and interest of such debts, and to give a preference and priority of any part of such debts.

To extinguish or to capitalize all arrears, and to alter the present rate of interest, and to fix the proportion of tolls hereafter to be applied in payment of the principal and interest, and to make arrangements with respect to any unclaimed debts and interest, and to make other provision with reference thereto, and with respect to the repair and maintenance of the said roads.

To enable the trustees of the said roads to raise or borrow further sums of money, for the purposes of the trust, and of the intended Act, and to make arrangements for the ordering, arranging, varying, or confirming the securities of the several classes of creditors upon the tolls, authorized or to be authorized to be levied and collected upon the said roads, or any of them.

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

Dated this 10th day of November, 1864.

Tucker and Forward, Solicitors, Chard.
Frederick Gale, 43, Parliament-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1865.

Winchester Consumers' Water, Gas, and Coke Company (Limited).

(Incorporation of Company; Construction of Works; Supply of Water and Gas to the inhabitants of Winchester and its Suburbs.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act to incorporate a Company (hereinafter referred to as "The Company") for supplying with water and supplying and lighting with gas the city of Winchester, in the county of Southampton and the adjoining districts within the parishes, townships, and extra-parochial, and other places following, or some or one of them, that is to say; the parishes of Saint Faith, Saint Thomas, Saint Thomas and Saint Clement, Saint Maurice, Saint Mary Kalendar (or Kalendre),

Saint Lawrence, Saint Bartholomew Hyde, Saint Michael, Saint Peter Cheeseshill, Saint Peter Colebrook, Saint John, Saint Swithin, Wyke (or Week), Vill of Milland, Winnell, Chilcomb, the extra-parochial places or parishes of Close, Wolvesey, Weirs, Saint Mary's College, College Mill (or College Wharf and Mill), Saint Cross Hospital, Saint Cross Mill and Morley's College, all situate in or adjoining to the said city of Winchester, in the county of Southampton.

And for the purpose of affording such supply of water as aforesaid, powers will be sought to be conferred by the said intended Act upon the Company for all or some of the following purposes, that is to say :

To enable the Company to purchase or rent the undertaking, lands, and premises, works, mains, pipes, plant, property, and effects, and the rights, powers, and privileges thereto respectively belonging to the Saint Faith's Waterworks and to the Winchester Waterworks Company (Limited), or either of them respectively, and of any Company or Companies supplying water within or to the before-mentioned parishes, townships, extra-parochial and other places, or any or either of them, and to enable such last-mentioned Companies, or any or either of them, to sell, and convey, or to demise their respective undertakings, plant, powers, rights and privileges, or any part or parts thereof to the Company, and to enable all such arrangements to be made and entered into, as may be necessary for carrying into effect such purposes, or any or either of them, or any of the purposes and objects of the said intended Act.

To enable the Company to maintain the hereinbefore last-mentioned Waterworks, or any or either of them, or to remove the same, and to maintain, continue, and renew the existing mains, pipes, and other works, or any of them belonging thereto ; and to dig, sink, and maintain wells and other works in lieu of or in addition thereto in and upon the property to be acquired by the Company under the powers of the said intended Act.

To make, construct, and maintain the following works with proper embankments, sluices, tunnels, drifts, syphons, stopcocks, valves, apparatus, machinery, and other works and conveniences in connexion therewith, that is to say :

A Reservoir, No. 1, situate in an arable field belonging to and in the occupation of William Rawlins, abutting on the London and South-Western Railway, and the Waterworks-road, leading to the Saint Faith's Waterworks, in the said parish of Saint Faith, in the said county, and being about one hundred and thirty yards in a southwardly direction from the engine-house of the Saint Faith's Waterworks aforesaid.

A Reservoir, No. 2, situate in an arable field, on or near the summit of Sleeper's Hill, the property of and belonging to the Ecclesiastical Commissioners of England and Wales, and now in the occupation of John Best, and being about 1600 yards in a north-westerly direction from the occupation bridge under the London and South-Western Railway from the Painter's Field Estate to Sleeper's Hill aforesaid, in the said parish of Saint Faith, in the said county.

To make, construct, and maintain an aqueduct, conduit, or line of pipes, commencing by connexion with the Saint Faith's Waterworks aforesaid, and passing thence, from, through, or into the said parish of Saint Faith, in the said county, into the said reservoir, No. 1, situate as aforesaid.

An aqueduct, conduit, or line of pipes, commencing by connexions with the said Saint Faith's Waterworks, and passing thence from, through, or into the said parish of Saint Faith, in the said county, into the said reservoir, No. 2, situate as aforesaid.

An aqueduct, conduit, or line of pipes commencing by connexions with the works of the said Winchester Waterworks Company (Limited), situate in the parish of Saint Thomas aforesaid, and passing thence from, through, or into the said parish of Saint Faith, in the said county, into the said reservoir No. 2, situate as aforesaid.

To make, lay down, and maintain all filtering beds, drains, sluices, valves, cuts, embankments, channels, drains, mains, pipes, conduits, wells, tanks, engines, machinery, and other conveniences which may be required or deemed expedient in connexion with the said proposed waterworks, or any or either of them, or which may be necessary or proper for collecting, using, pumping, and storing up, and for furnishing or distributing the water to be supplied, and carrying into full effect the objects and purposes of the said intended Act, which said intended works and conveniences will be made or pass from, through, or into the several townships, parishes, and extra-parochial, and other places hereinbefore-mentioned, or some or one of them.

To supply water to the inhabitants of the said places within the hereinbefore-mentioned townships, parishes, and extra-parochial, and other places, or some or one of them, or such part or parts thereof respectively, for domestic, public, and sanitary purposes, and in bulk or otherwise.

To lay down and maintain pipes, mains, and other works, in, under, over, or across, and for that purpose to cross, break open, alter, divert, or stop up either temporarily or permanently any roads, highways, footpaths, streets, public places, bridges, canals, towing paths, railways, tramways, works, sewers, drains, streams, brooks, and water-courses, in any of the townships, parishes, or extra-parochial, and other places before-mentioned, or some or one of them.

To purchase by compulsion or otherwise, and to take on lease and to take grants of easements over any lands, houses, springs, streams, waters, and other hereditaments requisite or desirable for the purposes aforesaid, or other the purposes of the said intended Act, and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges which would in any way interfere with the objects of the said intended Act.

To levy and recover rates, rents, and charges for and in respect of the proposed supply of water, and to confer exemptions from the payment of rents, rates, or charges, and to authorize compositions for rents, rates, or charges, and to vary or extinguish existing rights and privileges with respect to rates, and to confer other rights and privileges in respect thereof, and to raise money for all or any of the purposes of the said intended Act, by shares or stocks, with or without preference or priority in payment of interest or dividend, in perpetuity or otherwise, on such terms and conditions, and with such special privileges and advantages as may be agreed on or prescribed by the said intended Act, or by borrowing on mortgage or bond for all or any of the purposes of the said intended Act.

And for the purpose of supplying and lighting with gas the several parishes, townships, extra-parochial and other places aforesaid, powers will be sought to be conferred upon the Company by the said intended Act, for all or some of the following purposes, that is to say :

To empower the Company to purchase by agreement the gas works and the site thereof, now the property of the proprietors of the Winchester Gas and Coke Company.

To enable the Company to purchase by compulsion or otherwise a certain field or dry pasture now in the occupation of William Whitear Bullpett, situate in the said parish or vill of Milland, in the said county, bounded on the north by a certain

occupation road or right of way from a bridge leading from the wharf over the River Itchen, or Itchen Navigation into the Bishop's pastures, on the east by the said Itchen navigation, on the west by a stack yard and a building formerly used as a carpenter's shop by the said Itchen Navigation Company, and extending 200 yards southward from the said occupation road or right of way aforesaid.

To erect and maintain or continue upon the said site or upon some part thereof gas works, with all necessary and proper buildings, machinery, apparatus, works, and conveniences.

To manufacture gas, and to sell and dispose of the coke and other residue and products arising from such manufacture, and to supply gas for public and private purposes, and to enter into and make contracts in respect thereof, within the parishes, townships, extra-parochial and other places aforesaid, or some or one of them.

To lay down, construct, and maintain mains, pipes and other works in or under all or any of the roads, ways, streets, lanes, courts, yards, bridges, canals, railways, docks, locks, public passages and thoroughfares within the several parishes, townships, extra-parochial and other places aforesaid, and for such purpose or purposes to go along, cross, divert, break up, alter, or stop up any turnpike or other roads, highways, byeways, bridleways, lanes, footpaths, bridges, canals, streets, railways, tramways, sewers, drains, pipes, water-courses, thoroughfares, and passages within such parishes, townships, extra-parochial and other places, or any or either of them.

And it is also proposed by the said intended Act to enable the Company to purchase or rent the undertakings, lands, and premises, works, mains, pipes, plant, property, and effects, and the rights, powers, and privileges thereto respectively belonging of the Winchester Gas and Coke Company, which said last mentioned company supplies gas within the before mentioned parishes, townships, extra-parochial and other places, or some or one of them, or within some part or parts thereof respectively, and of any Company or Companies supplying gas within the before mentioned parishes, townships, extra-parochial and other places or any or either of them, and to enable such last mentioned companies, or any or either of them, to sell and convey or to demise their respective undertakings, plant, power, rights, and privileges, or any part or part thereof to the Company, and to enable all such arrangements to be made and entered into as may be necessary for carrying into effect such purposes, or any or either of them, or any of the purposes and objects of the said intended Act.

To enable the Company to maintain the hereinbefore last mentioned gas works, or any or either of them, or to remove the same, and to maintain, continue, and renew the existing mains, pipes, and other works, or any of them belonging thereto.

To enable the Company for the purpose of supplying and lighting with gas the several parishes, townships, extra-parochial, and other places aforesaid, to purchase by agreement, and to take or hold on lease, lands, houses, and other property, for the purpose or purposes of the said intended Act.

To enable the Company to levy, receive, collect, and recover rates or rents for the supply of gas, and to alter existing rates or rents, and to confer, vary, or extinguish exemptions from payment of rates or rents, and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Act to confer upon the Company all other powers usual in such cases, and so far as may be necessary for the purposes of the said Act.

And it is also proposed by the said intended Act to enable the Company to enter into and make contracts with Commissioners, Corporations, and other public and local bodies, for the supply of water and gas within the limits of the said intended Act, and to confer on such Commissioners, Corporations, and other public and local bodies corresponding contracting powers.

And it is proposed, as far as may be necessary, for all or any of the purposes of the said intended Act, to alter, amend, extend, vary, enlarge, or repeal, all or some of the powers and provisions of the several Acts of Parliament following, or some of them, namely:—

The several local and personal Acts relating to the London and South Western Railway Company, or some of them, viz.:—4 and 5 William IV., cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., cap. 1 and 39; 7 and 8 Vict., cap. 5, 63, and 86; 8 and 9 Vict., cap. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict., cap. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., cap. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., cap. 75, 85, 87, 89, 125, and 157; 51 Geo. III., cap. 196; 12 and 13 Vict., cap. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., cap. 99 and 164; 17 and 18 Vict., cap. 186 and 208; 18 and 19 Vict., cap. 177 and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., cap. 18, 72, 121, and 136; 21 and 22 Vict., cap. 56, 58, 67, 85, and 101; 22 Vict., cap. 3; 22 and 23 Vict., cap. 31, 44, 81, 95, and 134; 23 and 24 Vict., cap. 92, 103, 158, and 185; 25 and 26 Vict., cap. 42; 26 and 27 Vict., cap. 90 and 109, and all other Acts relating to the Company; and the Act 48 Geo. III., cap. 11, for amending and enlarging the 11 Geo. III., cap. 9, for paving and lighting the streets in the city of Winchester, and the several parishes in the suburbs thereof.

And it is intended to incorporate with the said intended Act, the necessary provisions of "The Lands Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," "The Gas Works Clauses Act, 1847," "The Water Works Clauses Act, 1847 and 1863," "The Towns Improvement Clauses Act, 1847," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Companies Clauses Act, 1863."

And notice is hereby further given, that plans and sections in duplicate, showing the line, situation, and levels of the said proposed waterworks, and the lands in or through which the same are to be made and maintained, and intended to be taken, or which may be taken for the purposes aforesaid, or for other the purposes of the said intended Act, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and also a copy of this notice as published in the London Gazette, will be deposited for public inspection, on or before the 30th day of this instant November, with the Clerk of the Peace for the county of Southampton, at his office, situate at the County Hall, at Winchester, in the said county; and that a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said works are proposed to be made or maintained, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection, on or before the said 30th day of this instant November, with the parish clerk of each such parish, at his place of abode; and that a copy of so much of the said plans, sections, and book of reference as relates to each extra-parochial place in or through which the said works are proposed to be made or maintained, and also a copy of this notice, as pub-

lished in the London Gazette, will be deposited for public inspection, on or before the said 30th day of this instant November, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 12th day of November, 1864.

Thomas Waters, Winchester.

Tatham and Sons, 11, Staple Inn, London, Solicitors.

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

Luddenden Valley Railway.

(Incorporation of Company to Construct a Railway from Luddenden Foot to Little Holme House; Powers for the Lancashire and Yorkshire Railway Company to Subscribe to and Work the Undertaking; Power for other Arrangements with that Company; and for other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act (hereinafter referred to as "the Act") to effect the following objects or some of them:

1. To incorporate a Company (hereinafter referred to as "the Company,") and to empower such Company to make and maintain the railway hereinafter described, together with all necessary works, stations, approaches, and conveniences connected therewith, viz:

A railway, commencing by a junction with the Lancashire and Yorkshire Railway, at a point thereon 213 yards or thereabouts, westward from the north-west corner of the booking-office at the Luddenden Foot station, on the said railway, in the township of Sowerby, in the parish of Halifax, in the West Riding of the county of York, and passing thence in, through, and into the townships of Sowerby, Midgley, and Warley, all in the said parish of Halifax, and terminating at or near the farmhouse called Little Holme House, in the said township of Warley aforesaid.

And it is intended to insert in the said Bill power for all or some of the purposes following, that is to say:

2. To authorise and regulate the proposed junction with the Lancashire and Yorkshire Railway, and the use or construction of a convenient station with approaches thereto, at or near that junction. 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 authorised, by the said Bill.

3. To authorise the Company to purchase or acquire compulsorily, or by agreement, all or any of the lands, buildings, and property in the before-mentioned parish and townships, and shown on the said plans, or portions only of such lands, buildings, and other property, instead of purchasing and acquiring the whole, and also to confer on the Company rights, liberties, easements, and privileges, in and over the said lands, buildings, and other property, and to vary or extinguish all such rights, powers, and privileges connected with the said lands, houses, and other property, as would interfere with the construction, maintaining, and working of the said railway.

4. To empower the Company, and also the Lancashire and Yorkshire Railway Company, to levy tolls, rates, charges, and duties for the use of

the said undertaking, and for carriages and propelling power, and for all other accommodation and services provided, or rendered by the Company, or the Lancashire and Yorkshire Railway Company, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties, and confer, vary, or extinguish other rights, privileges, and exemptions.

5. To authorise the crossing, stopping-up, altering, or diverting, whether temporarily or permanently, of all such turnpike and other roads, highways, streets, railways, aqueducts, canals, streams, rivers, waters, mill-dams, and other works in the townships of Sowerby, Midgley, and Warley, in the aforesaid parish of Halifax, as may be necessary for the construction, maintenance, or use of the undertaking.

6. To enable the Company and the Lancashire and Yorkshire Railway Company to enter into arrangements and agreements with respect to the construction, maintenance, and use of joint or separate stations, sidings, and necessary works, connected therewith, at or near the point where the said intended line joins the Lancashire and Yorkshire Railway, and as to the cost of constructing and maintaining such stations, sidings, and necessary works respectively, and as to the maintenance and use of the junction of the said intended railway, with the said existing railway, upon payment of such tolls, rates, and charges, or upon such other terms and conditions as may be agreed upon, or as shall be ascertained by arbitration, upon the application of either of the Companies desiring such reference, or otherwise, as shall be provided for by the said Act.

7. To incorporate in, and make applicable to the objects of the Act, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railway Companies Arbitration Act, 1859," "The Railway Clauses Act, 1863," and all other statutes, powers, and provisions necessary for the undertaking.

8. To make provision for the working, maintenance, and use of the said intended railway and other works, by the Lancashire and Yorkshire Railway Company, and for the supply of rolling stock, of machinery, and of officers and servants for the purpose of the said railway and works by that Company, and the collection, apportionment, and appropriation of the tolls, rates, and duties arising thereon or connected therewith, between the Company and the Lancashire and Yorkshire Railway Company, and for authorising contracts and agreements on all or any of the matters aforesaid, and the appointment of a joint committee for carrying into effect such contracts or agreements, or any of the objects of the Bill.

9. To empower the Lancashire and Yorkshire Railway Company to subscribe to, and hold shares in the capital required for the undertaking, to an amount to be defined in the said Bill, and to enable that Company to raise additional moneys by shares (ordinary or preferential), or by borrowing for the purposes of the said undertaking.

10. To provide for the appointment, by the Lancashire and Yorkshire Railway Company, of directors of the said undertaking, for the maintenance, management, and working of the said undertaking, by the Lancashire and Yorkshire Railway Company.

11. And it is intended, so far as may be necessary for any of the purposes of the Act, to amend, and

where necessary to repeal, all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say: 1 and 2 Will. IV., cap. 60; 2 Will. IV., cap. 69; 5 Will. IV., cap. 30; 6 and 7 Will. IV., cap. 111; 7 Will. IV., cap. 24; 1 Vict., cap. 25; 2 and 3 Vict., cap. 55; 4 Vict., cap. 25; 7 Vict., caps. 16 and 34; 7 and 8 Vict., caps. 60 and 82; 8 and 9 Vict., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171 and 172; 9 and 10 Vict., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vict., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vict., caps. 71 and 115; 12 and 13 Vict., caps. 50, 71, and 74; 13 and 14 Vict., caps. 83, 95, and 99; 14 and 15 Vict., caps. 46, 56, and 89; 15 Vict., cap. 96; 15 and 16 Vict., cap. 132; 16 and 17 Vict., caps. 163 and 211; 17 Vict., caps. 58 and 59; 17 and 18 Vict., cap. 117; 21 and 22 Vict., caps. 106 and 143; 22 and 23 Vict., caps. 110 and 129; 24 and 25 Vict., caps. 34, 36, 37, 50, and 101; 25 and 26 Vict., cap. 97; 26 and 27 Vict., cap. 5, and 27 and 28 Vict., caps. 32, 80, and 270, and any other Acts relating to the Lancashire and Yorkshire Railway Company; the 34 Geo. III., cap. 78, and the other Acts relating to the Rochdale Canal Company; and the 1 and 2 Geo. IV., cap. 111, and the other Acts relating to the Todmorden Turnpike Roads Trust, and to make other provisions in lieu of the powers and provisions so repealed, altered, or amended.

And notice is also hereby given, that duplicate plans and sections defining the lines and levels of the said intended railways and works, and the lands, houses, and other property which may be required to be taken for the purposes thereof, together with a book of reference to such plans, and a published map, whereon will be delineated the general course or direction of such railway, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office, in Wakefield; and on or before the same day a copy of the said plans, sections, and book of reference, together with a copy of this notice, as published in the London Gazette, will also be deposited with the clerk of the parish of Halifax, at his place of abode in the said parish.

Printed copies of the Act or 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.

Norris and Foster, Halifax.

T. A. and J. Grundy and Co., Manchester.
Solicitors for the Bill.

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

Maldon Harbour Improvement.

Application for Provisional Order for Powers to Improve the Channel of the Harbour or River commonly called the River Blackwater, and that part of the River Blackwater known as Heybridge Creek; to construct Wharfs and Landing-places; to Raise Money; to Levy Tolls; and for other purposes.

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations on or before the 23rd of December, 1864, for a Provisional Order pursuant to "The General Pier and Harbour Act, 1861, and "The General Pier and Harbour, 1861, Amendment Act," to appoint Commissioners, and to confer upon them

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

To cut, deepen, widen, straighten, dredge, scour, alter, and improve the course of the Channel of the Harbour or River commonly called or known as the River Blackwater, commencing in the said river 50 yards, or thereabouts, above or to the south of the entrance to Heybridge Basin, and terminating in the said harbour or river 5 yards, or thereabouts, below or east of the bridge known as Fullbridge; which said work will be situated in the parishes of Saint Peter, Maldon, Saint Mary, Maldon, and Heybridge, in the county of Essex, or some or one of those parishes;

To cut, deepen, widen, straighten, dredge, scour, alter, and improve the course of that part of the said harbour or river Blackwater known as Heybridge Creek, commencing at the junction of the said Creek with the said River, and terminating 130 yards, or thereabouts, north of a piece of ground the property of the Great Eastern Railway Company; and which said work will be situated in the several parishes of Saint Peter, Maldon, and Heybridge, in the county of Essex, or in one of those parishes;

To construct, make, maintain, and use wharves or landing-places, enabling ships and other vessels to load and unload, and discharge coals and other goods and commodities, on the north side of the River Blackwater, at or near the entrance to Heybridge Creek, in the parish of Saint Peter, Maldon, and on the west side of Heybridge Creek, in the same parish.

To purchase or take on lease, or by agreement, any lands or hereditaments necessary for the execution of the said works, or any of them;

To borrow on mortgage, bond, or otherwise, any sum or sums of money which may be requisite for the purposes aforesaid;

To take up, remove, and sell the soil and ballast to be taken out of the said harbour, river, and creek, and to lay down the same upon any portion of the foreshore, or soil of the said river, within the limits aforesaid, or any inlet, outlet, or creek thereof; and at any time or times to remove, sell, or otherwise dispose of the soil and ballast so laid down.

To levy tolls and dues in respect of all ships, vessels, boats, and barges, using, passing over, or frequenting, that part of the said harbour, river, and creek, proposed to be improved, straightened, widened, deepened, dredged, or scoured, or any part thereof; to confer, vary, or extinguish exemptions from the payment of tolls and dues, and to confer, vary, or extinguish other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November instant plans and sections of the proposed works, and also a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Essex, at his office, at Chelmsford; at the Board of Trade, Whitehall, London; and at the Custom House, at Maldon, in the county of Essex.

And notice is hereby further given, that on and after the 23rd day of December next printed copies of the proposed Provisional Order will, at the price of one shilling each, be furnished by the Solicitors and Parliamentary Agents, at their respective offices, as under, to all persons applying for the same.

Dated this 14th day of November, 1864.

Digby and Son, Solicitors, 35, Lincoln's
Inn Fields, London, and Maldon, Essex.
Wyatt and Metcalfe, 28, Parliament Street,
Westminster, Parliamentary Agents.

Vale of Neath Railway Company.
(Swansea Lines, &c.)

(Maintenance of Railway already constructed, and making of new Railway at Swansea; Compulsory Purchase of Land for Station and other accommodation; Confirmation of Agreements with Aberdare Valley Railway Company, and London and North Western Railway Company; Provisions as to Annuities: Further Money Powers; Amendment of Acts.)

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

To empower the Vale of Neath Railway Company (hereinafter called "the Company") to maintain or complete, and improve and maintain the railway and works firstly hereinafter described, and to make and maintain the railway and works secondly hereinafter described, with all proper and convenient approaches, roads, stations, sidings, and conveniences connected therewith respectively (that is to say):—

First. A railway, already constructed or partly constructed by the Company, wholly within the parish of Swansea, in the county of Glamorgan, commencing by a junction with the Swansea Harbour Railway (being the railway authorized by "The Swansea Harbour Act, 1857," to be constructed by the Swansea Harbour Trustees, and now leased to the Company), at or near the centre of the bridge formed under the embankment of the Swansea Harbour Railway, between the coal tips on the north side of the South Dock of the Trustees, respectively numbered 2 and 3, and terminating at the south eastern corner of the grounds of the Royal Institution, abutting towards the south east on Burrow's-place, Swansea.

Secondly. A railway wholly within the parish of Swansea and county of Glamorgan, commencing by a junction with the intended railway first above described, about 6 chains, measured parallel to the Swansea Harbour Railway, to the westward of the bridge which carries the Swansea Harbour Railway over the Victoria-road, Swansea, and terminating at and on the southern side of the Victoria-road, near the bridge which carries the Swansea Harbour Railway over that road.

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads within the said parish of Swansea and county of Glamorgan, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said railways and works, or either of them, or of the said intended Bill.

To empower the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, for the purposes of such railways and works, and of the intended Bill, and also lands and houses in the parish of Swansea, for the purpose of increasing their stations, sidings, wharfage and other accommodation, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To make lateral deviations in constructing the intended railways from the lines thereof respectively to the extent and within the limits defined on the plans hereinafter mentioned.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, to

alter the tolls which the Company are authorised to take on their existing railways, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To confirm and sanction certain articles of agreement made between the Aberdare Valley Railway Company (herein called the Valley Company) of the one part, and the Company of the other part, for the sale and transfer to the Company of the undertaking, lands, property, and effects of the Valley Company, and to authorize and require the Valley Company and the Company respectively to carry those heads of agreement and all matters and things therein contained into effect, and to confirm, sanction, and give effect to all or any matters or things done or to be done by either Company under or in performance or supposed performance of the stipulations or conditions of such heads of agreement.

To sanction (if need be) all or any annuities created or granted by the Company in favour of the Valley Company or any of the shareholders in that Company, and to vest such annuities in the registered holders thereof, and to enable the Company to create other annuities.

To declare, define, classify, and regulate the rights, powers, and priorities of the holders or transferees of such annuities *inter se*, and as against the Company, and as between such holders or transferees, and the several classes of shareholders and proprietors of stock, and the holders of debentures, and the mortgagees of the Company.

To make provision for the registration and transfer or transmission of such annuities, and the payment of the same or any arrears thereof, and, if necessary or expedient, to apply to such annuities, and the transfer and transmission thereof, and to the liabilities of the Company in respect thereof, the provisions or some of the provisions of "The Companies Clauses Consolidation Act, 1845," and of "The Companies Clauses Act, 1863," or one of them.

To vest in the Company the undertaking, lands, property and effects of the Valley Company, and, if need be, to dissolve that Company.

To confirm and sanction agreements between the London and North Western Railway Company and the Company with respect to the user by the former Company of the Vale of Neath Railway, and the terms and conditions of such user; and to authorize and require the last-mentioned Companies respectively to perform and carry into effect such agreements, and to enable those Companies to enter into contracts, agreements, and arrangements with reference to any of the matters aforesaid.

To repeal, alter, or amend the provisions of the Vale of Neath Railway Act, 1862, and to make other and more effectual provision for the prevention and punishment of trespass upon the railways or works of the Company.

To enable the Company to apply to the purposes of the Bill any part of their corporate funds and revenues, and for those purposes and other the purposes of the Company, to raise further moneys by borrowing or by the creation of new shares or stock in the Company, and (if the Company think fit) to attach to all or any of such new shares or stock a preference or priority of interest or dividend or other special privileges.

And it is intended, so far as may be necessary or desirable for the purposes of the Bill, to amend the provisions of the several (local and personal) Acts of Parliament following, or some of them (that is to say), 9 and 10 Vic, cap. 341; 10 and 11 Vic, cap. 74; 11 and 12 Vic, cap. 27;

15 and 16 Vic., cap. 16; 17 and 18 Vic., cap. 158; 18 and 19 Vic., caps. 25 and 120; 22 and 23 Vic., cap. 22; 25 and 26 Vic., cap. 182; and 26 and 27 Vic., cap. 120, relating to the Company; 18 and 19 Vic., cap. 120, relating to the Aberdare Valley Railway Company; and 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. 75, 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; 19 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 84, 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, 132, 134, 196, 208, 219, 223, and 234; 25 and 26 Vic., caps. 66, 98, 104, 124, 171, 198, 208, and 209; 26 and 27 Vic., caps. 5, 77, 79, 108, 177, 208, and 217; and 27 and 28 Vic., caps. 62, 194, 196, 226, 263, 288, 296, and 309, relating to the London and North Western Railway Company.

And notice is hereby also given that plans and sections of the railways and works to be maintained, improved, completed, and made under the powers of the Bill, and also plans of the lands and houses proposed to be purchased by compulsion, with a book of reference to such plans, and a published map with the lines of such railways delineated thereon, 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 of Glamorgan, at his office at Cardiff, in the same county; and that on or before the 30th day of November, 1864, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and works or any part of them are or is intended to be maintained, improved, completed or made, or in which such lands and houses are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each parish, with the parish clerk thereof, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence; and printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 10th day of November, 1864.

Bircham, Dalrymple, Drake, and Ward, 46, Parliament Street, Westminster, Solicitors for the Bill.

In Parliament—Session 1865.

Bury St. Edmund's and Thetford Railway.
(Incorporation of Company; Construction of Railways; Powers to use portion of Great Eastern Railway and Sections; Working by and Arrangements with Great Eastern Railway Company; Provision for Transmission of Traffic; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company (hereinafter called the Company), and to enable

the Company to make and maintain the railways hereinafter mentioned, or some or one of them, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, and to confer upon the Company all necessary powers for effecting the objects hereinafter mentioned, or some of them (that is to say):

1. A railway, commencing in the parish of St. James, Bury St. Edmund's, in the county of Suffolk, by a junction with the Great Eastern Railway from Bury Saint Edmund's to Ipswich, at a point 67 yards, or thereabouts, eastward of the centre of the bridge carrying the last mentioned railway over the River Lark, and terminating at or near the boundary of the parishes of Thetford St. Cuthbert and Thetford St. Peter, in the county of Norfolk, in one of such parishes, by a junction with the Great Eastern Railway, at a point 48 yards or thereabouts, eastward of the centre of the bridge which carries the public road from Thetford to Croxton over the said railway, which said intended railway will pass from, in, through, or into the several parishes and townships, extra-parochial and other places following, or some of them, that is to say:—St. James, Bury St. Edmund's, Fornham St. Martin, Fornham All Saints, Fornham St. Genevieve, Timworth, Ampton, Ingham, Culford, Livermere Parva, Livermere Magna, Barnham St. Martin and St. Gregory, Great and Little Snare Hill, Kilverstone, Thetford St. Peter, Thetford St. Mary, Thetford St. Cuthbert, in the county of Suffolk, Great and Little Snare Hill, Kilverston, and Thetford St. Peter, Thetford St. Mary, Thetford St. Cuthbert, in the county of Norfolk.

2. A railway, commencing by a junction with the Great Eastern Railway, in course of construction from Melford and Lavenham to Bury St. Edmund's, at or near a bridge which carries such railway over an occupation road at Eastgate Grange Farm premises, about 25 chains from the termination of the said railway, and terminating by a junction with the firstly described railway, at or near an occupation road immediately adjoining the south-west margin of the Mermaids Pits, about 25 chains northward of the Great Eastern Railway from Bury St. Edmund's to Ipswich, such intended railway being situate wholly in the parish of St. James, Bury St. Edmund's, in the county of Suffolk.

3. A railway, commencing by a junction with the firstly described railway where it crosses the Thetford and Norwich turnpike road, in the parish of Thetford St. Cuthbert, at or about a point 300 yards to the eastward of where the boundary dividing that parish from Thetford St. Peter, intersects the said road opposite Mill-lane, and terminating by a junction with the Great Eastern Railway in the parish of Thetford St. Peter, at a point 100 yards or thereabouts eastward of the mile-post thereon denoting 96 miles from London, which railway will be wholly situate in such parishes aforesaid in the county of Norfolk.

To enable the Company to cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads, or highways, footways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial and other places, or any of them, as it may be necessary to cross, stop up, alter, or divert, by reason or for the purposes of the intended railways and works, or any of them, or of the said intended Act.

To levy tolls, rates, and duties, as well in respect of the use of the said intended railways and works, as of any railways, stations, and works which they

may be authorised to run over and use, and to grant exemptions from payment of tolls, rates, and duties.

To enable the Company to purchase lands and houses by compulsion or agreement, for the purposes of the several railways and works or of the intended Act, and to vary and repeal or extinguish all existing rights and privileges connected with such lands and houses, and all other rights and privileges which would in any wise impede or interfere with the construction, maintenance, and use of the said railways and works, or any or either of them, and to confer, vary, and extinguish other rights and privileges.

To enable the Company to run over, work, and use with their engines, carriages, and waggons of every description, and their clerks, officers, and servants, so much of the Great Eastern Railway as is situate between the junction therewith of the intended Railway No. 1, herein described, and the station at Thetford, including that station, and also so much of that railway as is situate between the junction therewith of the said intended Railway No. 1 and the station at Bury St. Edmund's, including that station, together with all the stations, sidings, watering-places, water, platforms, approaches, turntables, and other works and conveniences connected with so much of the Great Eastern Railway as aforesaid with the said stations, upon such terms and conditions and on payment of such tolls and charges as may be agreed upon, or, as in case of difference, shall be settled by an arbitrator to be appointed by the Board of Trade.

To enable the Company and the Great Eastern Railway Company from time to time to enter into agreements and arrangements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof, respectively, and the management, interchange, regulation, working, and direction of the traffic upon, or over the said intended railways and works, or some part or parts thereof, and the collection, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the said intended railways and works, or any part or parts thereof, and to require and direct the Great Eastern Railway Company upon such terms and conditions as shall be agreed upon, or failing such agreement as shall be settled by arbitration in manner to be provided by the intended Act, to book through and forward all passengers, goods, animals, and other traffic, and to afford all necessary facilities for the passage and transmission of passengers, goods, animals, and other traffic, and of carriages of every description, coming to, or from, or over, the whole, or any part of their railways, to and from the said intended railways, or any of them, so as to prevent any undue interruption, diversion, or delay, in the passage of the said traffic, and, if need be, to alter and vary the tolls, rates, and duties, which the said Company may respectively receive and take upon their respective railways, and to confer, vary, and extinguish exemptions therefrom.

And it is further proposed by the said intended Act, to alter amend, extend and enlarge, or repeal so far as may be necessary, the powers and provisions of the several Acts relating to the Great Eastern Railway Company, or some of them, viz.: "The Great Eastern Railway Act, 1862;" "The Eastern Counties Railway Act, 1862;" "The Great Eastern Railway (Additional Powers) Act, 1863;" "The Eastern Union Railway Act, 1862;" and the 27 and 28 Vic., caps. 95, 122, 282, and 308.

And notice is hereby further given, that on or before the 30th day of November, 1864, plans

and sections of the proposed railways and works, with a book of reference to the plans, and a published map with the line of the proposed railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Norfolk, at his office at Aylsham, and with the Clerk of the Peace for the county of Suffolk, at his office at Bury St. Edmund's; and that on or before the 30th day of November, 1864, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said intended railways and works, or any part of them, are or is intended to be made, with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in case of each such parish with the parish clerk thereof 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 proposed 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 7th day of November, 1864.

Messrs. Greene, Partridge, and Greene,
Bury St. Edmund's, Solicitors.

Henry Moon, 6, Manchester-buildings,
Westminster, Parliamentary Agent.

Vale of Neath Railway Company.

(Transfer, &c.)

(Amalgamation with Great Western Railway Company—Lease or Transfer of undertaking to the Great Western Railway Company, or to that Company and the London and North Western Railway Company jointly—Alteration of Tolls—Dissolution of Vale of Neath Railway Company—Further Money Powers to the Great Western and London and North-Western Railway Companies—Amendment of Acts.)

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

To authorize the union and amalgamation of the undertaking, railway works, proprietary stocks, shares, property, rights, powers, and privileges of the Vale of Neath Railway Company (hereinafter referred to as "the Neath Company"), with those of the Great Western Railway Company, or with some of them, or some part or parts thereof, upon such terms and conditions as have been or may be agreed upon between the said Companies, or as may be prescribed by or under the Bill.

To vest in the Great Western Railway Company the undertaking, property, estate, and effects of the Neath Company, and to transfer to the Great Western Railway Company, and to enable that Company to exercise and enjoy all the rights, powers, and privileges of the Neath Company with respect to the purchase of lands and houses, the construction, completion, and maintenance of works, and the levying of tolls, rates and duties, under any existing or future Act or Acts, and all other rights, powers, and privileges of the Neath Company, whether with reference to their own undertaking, works and property, or with reference to the undertaking, works or property of any other Company, body, or person.

To authorize the lease or sale and transfer, by the Neath Company, of their undertaking, railways, works, lands, property, rights, powers, and privileges, or some part or parts thereof, to the Great Western Railway Company alone, or to the Great

Western Railway Company and the London and the North-Western Railway Company (hereinafter called "the two Companies"), jointly or in part to one, and in part to the other of the two Companies, for such consideration and on such terms and conditions as have been or may be agreed upon, or as may be fixed by, or under the provisions of, the intended Act; and to authorize the Great Western Railway Company alone, or the two Companies jointly, to make such purchase and accept such lease or transfer, and to exercise all such rights, powers, and privileges, and to enable the Neath Company and the two Companies, or any or either of them, to enter into and carry into effect agreements and arrangements, and to confirm existing agreements and arrangements, between the Neath Company and the two Companies, or any or either of them, with reference to all or any of the above objects.

To authorize all or any of the proprietors and creditors of the Neath Company to accept in lieu of their present shares, stocks, and securities, any stocks, shares, rent charges, annuities, or securities of the two Companies, or either of them, and to authorize the two Companies, or either of them (if they respectively so think fit), to guarantee the payment of the principal and interest of any mortgage, bond, or other debt of the Neath Company.

To classify, define, and regulate the capital, shares, stocks, and securities, charges, rights, and privileges of the proprietors and creditors of the Neath Company, and the two Companies respectively.

To alter, vary, or increase the tolls which the Neath Company and the two Companies respectively are authorized to take and confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To empower the Great Western Railway Company, and the London and North-Western Railway Company respectively, for all or any of the purposes of the intended Act, to apply their corporate funds or revenues, and, if necessary, to raise additional money, and to create new shares and stock, either with or without preference or priority in payment of dividend, and to borrow on mortgages, bonds, and annuities, and to grant rent charges.

To provide for the discharge of the debts, liabilities, and engagements, and (in certain events) for the dissolution of the Neath Company.

And it is intended so far as may be necessary or desirable, for any of the purposes of the Bill, to repeal or amend the provisions of the several (local and personal) Acts of Parliament following, or some of them (that is to say), 9 and 10 Vic., cap. 341; 10 and 11 Vic., cap. 74; 11 and 12 Vic., cap. 27; 14 and 15 Vic., cap. 52; 15 and 16 Vic., cap. 16; 17 and 18 Vic., cap. 158; 18 and 19 Vic., caps. 25 and 120; 22 and 23 Vic., cap. 22; 24 and 25 Vic., cap. 242; 25 and 26 Vic., cap. 182; 26 and 27 Vic., cap. 120; and all other Acts relating to the Neath Company; 5 and 6 William IV., cap. 107; 6 William IV., caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic. (session 2), cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 308, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10 and 11 Vic., caps. 60, 72, 76, 80, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., caps. 55 and 85;

13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, 215, 222, and 227; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Vic., caps. 111, 126, and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Vic., caps. 90, 123, 126, 139, 142, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 17, 22, 40, 46; 59, 64, 76, 84, 105, 120, 134, and 138; 23 Vic., cap. 76; 23 and 24 Vic., caps. 69, 72, 76, 81, 82, 94, 127, and 128; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Vic., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26 and 27 Vic., caps. 113, 127, 151, 172, 198, 204, 208, and 227; 27 and 28 Vic., caps. 176 and 306; and 1 and 2 George IV., cap. 63; 6 George IV., cap. 168; 3 William IV., cap. 70; 7 George IV., cap. 53; 33 George III., cap. 112; 35 George III., cap. 72; 39 George III., cap. 60; 49 George III., cap. 42; 55 George III., cap. 30; 57 George III., cap. 15; and 1 and 2 George IV., cap. 61, and all other Acts relating to the Great Western Railway Company; and 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. 75, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 132, 134, 196, 208, 219, 223, and 234; 25 and 26 Vic., caps. 66, 98, 104, 124, 171, 198, 208, and 209; 26 and 27 Vic., caps. 5, 77, 79, 108, 177, 208, and 217; and 27 and 28 Vic., caps. 62, 194, 196, 226, 263, 288, 296, 309, and all other Acts relating to the London and North-Western Railway Company.

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

Dated this 10th day of November, 1864.

Bircham, Dalrymple, Drake and Ward,
46, Parliament-street, Westminster, Solicitors for the Bill.

In Parliament—Session 1865.

Ebbw Vale, Tredegar, and Sirhowy Water Works Company.

(Incorporation of Company; Construction of Works; Supply of Water to Ebbw Vale, Tredegar, Sirhowy, and other parts of Llangynider, Bedwellty, Aberystwith, and Llangynider.)

A PPLICATION is intended to be made to Parliament next Session, for leave to bring in a Bill to incorporate a Company for supplying water for public and private purposes to the

parishes, townships, and places of Ebbw Vale, Sirhowy, Tredegar, and Victoria, in the parish of Bedwellty, in the county of Monmouth, Ebbw Vale, in the parish of Aberystwith, in the county of Monmouth; and Duke's-town, in the parish of Llangynider, in the county of Brecon, or some of them, or parts thereof.

And powers will be taken in the Bill to enable the proposed Company to construct and maintain the works, and effect the objects hereinafter mentioned, or some of them (that is to say):

A reservoir in the parish of Llangynider, and county of Brecon (with all necessary approaches, embankments, and other works connected therewith), to be situate in a field or fields, at a place called Tyr Morgan Howel, at or near the confluence of the Milgago-brook with the River Sirhowy, and to commence at or near that confluence, and to terminate 40 yards or thereabouts, to the north of the viaduct carrying the Merthyr, Tredegar, and Abergavenny Railway over that river.

A depositing basin or basins, filter beds, and reservoir, to be situate in or upon a field or fields, in the said parish of Llangynider, and belonging to his Grace the most noble Henry Duke of Beaufort, and situate 200 yards or thereabouts, southward of Blaen Sirhowy, or Ty-Jeffrey farmhouse, in the same parish.

A storage reservoir (with all necessary approaches, embankments, connecting channels, and other works connected therewith), to be situate in the said parish of Llangynider, in a field or fields, part of Blaen Sirhowy, or Ty-Jeffrey farm aforesaid, to commence 50 yards or thereabouts, south of the bridge carrying the Trevil Limestone Railway over the Brook Nantllechau, and to extend to within 80 yards or thereabouts of the farmhouse on the said last-mentioned farm.

A cut or line of pipes wholly in the parish of Llangynider, commencing by a junction with the Brook Nantllechau, at or near the said last-mentioned bridge, and terminating in the storage reservoir last hereinbefore described.

A cut or line of pipes wholly in the said parish of Llangynider, commencing in the said storage reservoir last hereinbefore described, and terminating in the said River Sirhowy, at a point 40 yards or thereabouts, northward of the said farm-house, called Blaen Sirhowy, or Ty-Jeffrey.

A cut or line of pipes wholly in the said parish of Llangynider, commencing by a junction with the River Sirhowy, at point 100 yards or thereabouts southward of the said farmhouse, called Blaen Sirhowy or Ty-Jeffrey, and terminating in the depositing basin or filter beds hereinbefore described.

A conduit or line of pipes (wholly in the said parishes of Llangynider, in the county of Brecon and Bedwellty, in the county of Monmouth), commencing at or in the last-mentioned depositing basin or filter beds, and terminating at the turnpike-road from Sirhowy to Tredegar, at or near to a point 100 yards or thereabouts south-west of Sirhowy Bridge, in the said parish of Bedwellty.

A conduit or line of pipes (wholly in the said parish of Bedwellty), commencing by a junction with the lastly described conduit or line of pipes, at or near the termination thereof, and terminating 60 yards or thereabouts eastward of the east end of the No. 2 tunnel, belonging to the Ebbw Vale Ironworks Company (Limited).

To collect and divert into the intended reservoir and works, and therein impound and thence distribute, the waters of the rivers, springs, and streams, called the River Sirhowy and the Milgago Brook, and of the spring at or near the commencement of the cut, or line of pipes first hereinbefore described, and of any other rivers, springs, and streams in the line of the intended works.

To make and maintain (in the parishes and places aforesaid) embankments, filtering beds, dams, sluices, cuts, channels, drains, pipes, wells, tanks, engines, and other conveniences necessary in connection with the before-mentioned works, and for collecting, cleansing, storing up, and distributing the waters of the said rivers, springs, and streams.

To lay down and maintain pipes, culverts, and other works, in, under, over, or across, and for the purposes aforesaid, to cross, break open, alter, divert, or stop up, either temporarily or permanently, any roads, highways, footpaths, streets, squares, alleys, public places, bridges, canals, towing-paths, railways, tramways, sewers, drains, streams, brooks, and watercourses, in any of the parishes, townships, or places before-mentioned.

To purchase and take by compulsion, and otherwise, any lands, houses, springs, streams, waters, and other hereditaments, requisite or desirable for the purposes aforesaid, or easements in or over the same, or leases thereof, and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges which would in any way interfere with the objects of the Bill.

To levy and recover rates, rents, and charges, for the proposed supply of water, and to confer exemptions from the payment of such rates, rents, or charges, and to confer other rights and privileges. And it is also intended by the said Bill to incorporate the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Waterworks Clauses Acts, 1847 and 1863," or some of them.

On or before the 30th day of November, 1864, plans and sections of the intended works, showing the situation and levels thereof, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection, at the office of the Clerk of the Peace for the county of Brecon, at Brecon, in that county; and also at the office of the Clerk of the Peace for the county of Monmouth, at Newport, in that county; and 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, 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.

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

Dated this 9th day of November, 1864.

Cobb and Price, Brecon, Solicitors for the Bill.

Whitehaven Junction Railway.

(Further Station Accommodation, Additional Capital, Consolidation of Shares, Conversion of Mortgage Bonds into Debenture Stock, and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament, in the next session, by the Whitehaven Junction Railway Company (hereinafter called "the Company"), for

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

To enable the Company to enlarge and improve their Station at Whitehaven, and to provide better accommodation for the traffic there, and for such purpose power will be taken for the compulsory purchase of such lands, houses, tenements, buildings and hereditaments, as may be necessary, for carrying into effect the purposes aforesaid, and to extinguish any rights or interests connected with such lands, houses, tenements, buildings and hereditaments, and also to extend their railway into such enlarged station, which extended railway, enlarged station, and lands required for the same, and for the purposes thereof, will be constructed and comprised within a line or limit commencing at the point of junction of the Whitehaven and Furness Junction Railway with the Whitehaven Junction Railway, in the township of Preston Quarter, in the parish of St. Bees, in the county of Cumberland, and terminating on the north side of the inclined road which descends from the western end of the Bransty Archway, and in a line with the north-east face of the said archway, in the township of Whitehaven, in the parish of Saint Bees, in the county of Cumberland, and are all situate or will be made within the several parishes and townships of Saint Bees, Preston Quarter, and Whitehaven, or some of them, all in the county of Cumberland.

To enable the Company to levy tolls, rates and duties, or to alter the existing tolls, rates and duties, and to confer, vary, or extinguish any exemptions in relation thereto.

To enable the Company to raise additional capital for the purposes aforesaid, and for the other purposes of their undertaking, by the creation and issue of new shares or stock, on such terms and conditions, and with such preference and priority in the payment of interest or dividends as may be deemed expedient, and by borrowing on bond or mortgage; and also to create and issue debenture stock in lieu of the money so to be borrowed, and of the money already borrowed or authorised to be borrowed by the Company; and also to consolidate into one stock or into one or more class or classes of shares or stock, the several shares or stock, whether ordinary, preferential, or guaranteed of the Company.

And with the said intended Act will be incorporated such provisions as may be necessary 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 so far as necessary for the above purposes, to alter, amend, or repeal the powers and provisions of the following Acts (local and personal) of the Company, or some of them (that is to say), 7 and 8 Vict. cap. 64; 11 and 12 Vict. cap. 80; 11 and 12 Vict. cap. 91; 17 Vict. cap. 24; and 21 and 22 Vict. cap. 127.

And notice is hereby further given that on or before the 30th day of November instant, duplicate plans and sections, showing the lines, levels and situation of the said intended Railway, and of the lands intended to be taken for the purposes thereof, or in or through which the same will be made, with books of reference to such plans, together with a published map showing the general course and direction of the said intended Railway, 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 Cumberland, at his office in Carlisle, in the said county; and on or before the said 30th day of November instant a

copy of so much of the said plans and sections and books of reference, as relates to each parish in or through which the said intended railway will be made, or the lands on which the same is to be made, and also a copy of this Notice as published in the London Gazette, will be deposited with the parish clerk of each such parish at his place of abode.

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

Dated this tenth day of November, 1864.

Lumb and Howson, Solicitors, Whitehaven.

Holmes and Co., Parliamentary Agents, Westminster.

Brokers' Bonds and Rents in the City of London.

(Repeal of Act 57th, Geo. 3rd, chapter 60 (Local and Personal) for Granting an Equivalent for the Diminution of the Profits of the Office of Guager of the city of London, and Increasing the Payments to be made by Brokers.)

NOTICE is hereby given, that application will be made to Parliament in the next session for an Act to repeal an Act passed in the fifty-seventh year of the reign of His late Majesty King George the Third, chapter sixty (local and personal), intituled "An Act for granting an equivalent for the diminution of the profits of the office of Guager of the city of London and increasing the payments to be made by Brokers."

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

J. Russell, 14, Gresham-street, E.C.,
Parliamentary Agent.

Ayr and Douglas Junction Railway.

(Incorporation of Company; Construction of Railway from Ayr to Muirkirk, with Branches; Power to Caledonian Railway Company to subscribe to and maintain and work proposed Undertaking, and to raise money; Power to use portions of Lines belonging to and held in lease by the Glasgow and South-Western Railway Company and their Station at Ayr; Arrangements between those three Companies, and mutual running powers and facilities; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill to incorporate a Company, with powers 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 connected therewith respectively, viz.: First, a railway commencing by a junction with that portion of the undertaking of the Glasgow and South-Western Railway Company, formerly called the Ayr and Dalmellington Railway, at or near a point in the parish of St. Quivox and county of Ayr, about one chain northward from the bridge by which that railway is carried under the approach to Craigie House, and terminating by a junction with the proposed Muirkirk Branch of the Caledonian Railway at or near a point in the parish of Muirkirk and county of Ayr, about 22 chains southward from the farm-steading of Lightshaw; which proposed railway and relative works, and the lands and houses which may be taken for the purposes thereof, will be, and are situate in the following parishes and places, or some of them,

viz.: the parishes of St. Quivox, Coylton, Ayr, Stair, Ochiltree, Old Cumnock, Auchinleck, Sorn, and Muirkirk, and the Parliamentary Burgh of Ayr, all in the county of Ayr: Secondly, a branch railway commencing by a junction with the railway first above described at or near a point in the parish of St. Quivox, about 24 chains southward from the farm-steading of Braehead, and terminating at or near a point in the parish of Newton-upon-Ayr, on the north side of the harbour of Ayr, and about 5 chains westward from the drawbridge over the entrance to the slip of the ship-building yard of Messrs. D. and A. Fullarton and Company, near the west end of North Harbour Street; which branch railway and relative works, and the lands and houses which may be taken for the purposes thereof, will be, and are situate in the parishes and places after mentioned, or some of them, viz., the parishes of St. Quivox and Newton-upon-Ayr, the Burgh of Newton-upon-Ayr; and the Royal Burgh of Ayr,—all in the county of Ayr: Thirdly, a branch railway commencing by a junction with the railway secondly above described, at or near a point in the parish of St. Quivox, about 14 chains north-eastward from the dwelling-house of Blackhouse, and terminating by a junction with the said railway formerly called the Ayr and Dalmellington Railway, at a point in the parish of Newton-upon-Ayr, at or near the bridge by which the last-mentioned railway is carried under the turnpike-road leading from Ayr to Prestwick; which branch railway and relative works, and the lands and houses which may be taken for the purposes thereof, will be, and are situate in the following parishes and places, or some of them, viz., the parishes of St. Quivox and Newton-upon-Ayr, the Burgh of Newton-upon-Ayr, and the Parliamentary Burgh of Ayr, all in the county of Ayr: Fourthly, a branch railway commencing by a junction with the Railway first above described at or near a point in the parish of St. Quivox, about 5 chains southward from the farm-steading of Dalmilling, and terminating at or near a point in the same parish, about one furlong eastward from the farm-steading of Wheatpark; which branch railway and relative works, and the lands and houses which may be taken for the purposes thereof, will be, and are wholly situate in the said parish of St. Quivox and county of Ayr: Fifthly, a branch railway commencing by a junction with the railway first above described, at or near a point in the parish of Ayr, about 7 chains south-westward from the farm-steading of Bellston, and terminating at or near a point in the parish of Coylton, about 4 chains southward from the farm-steading of Springs; which branch railway and relative works, and the lands and houses which may be taken for the purposes thereof, will be, and are situate in the following parishes, or some of them, viz., the parishes of Ayr, Coylton, and Tarbolton, all in the county of Ayr: Sixthly, a branch railway commencing by a junction with the railway first above described, at or near a point in the parish of Ochiltree, about 15 chains north-eastward from the farm-steading of Drumsnudden, and terminating at or near a point in the same parish, about 12 chains south-westward from the cottage called Beechbank or Beechland; which branch railway and relative works, and the lands and houses which may be taken for the purposes thereof, will be, and are wholly situate in the said parish of Ochiltree and county of Ayr: Seventhly, a branch railway commencing by a junction with the railway first above described, at or near a point in the parish of Old Cumnock, about 11 chains westward from Eastwoodhead Cottages, and terminating by a junction with the Glasgow and South-Western Railway, at or near a point in the same parish,

about 7 chains north-eastward from the eastern end of the houses called Polquhapp; which branch railway and relative works, and the lands and houses which may be taken for the purposes thereof, will be, and are wholly situate in the said parish of Old Cumnock and county of Ayr: Eighthly, a branch railway commencing by a junction with the railway first above described, at or near a point in the parish of Old Cumnock, about one furlong south-westward from the Gate Lodge near the southern end of the southern approach to Logan House, and terminating by a junction with the Glasgow and South-Western Railway, at or near a point in the same parish, about 18 chains north-eastward from the farm-steading of Drum-brookan; which branch railway and relative works, and the lands and houses which may be taken for the purposes thereof, will be, and are wholly situate in the said parish of Old Cumnock and county of Ayr: Ninthly, a branch railway commencing by a junction with the railway first above described, at or near a point in the parish of Auchinleck, about 8 chains northward from the farm-steading of Wallaceton, and terminating by a junction with the Glasgow and South-Western Railway Company's branch railway to Muirkirk, at or near a point in the same parish, about 3 chains south-westward from the place where that branch railway crosses the road leading from the farm-steading of Morton-Muir to the turnpike-road leading from Cumnock to Muirkirk; which proposed branch railway and relative works, and the lands and houses which may be taken for the purposes thereof, will be, and are wholly situate in the said parish of Auchinleck and county of Ayr.

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, or 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 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 30th day of the present month of November, be deposited for public inspection 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, and to the Royal Burgh before specified, with a copy of this notice as published in the London and Edinburgh Gazettes, will also, on or before the said 30th day of the present month of November be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster with the Session Clerk of each such parish, at the usual place of abode of such Schoolmaster or Session-Clerk, and with the Town Clerk of the said Royal Burgh, at his office in Ayr.

And notice is further given, that it is intended by the said Bill to apply for power 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, and to alter the lines, levels, and inclinations of highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, canals, 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, working or using the said railways, or any part thereof, or any of the works and conveniences connected therewith.

And it is further intended by the said Bill to empower the Company so to be incorporated, to purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid; to raise money by the creation and issue of shares, and 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; to convey passengers, goods, and other traffic on the said intended railways and the railways communicating therewith; to levy tolls, rates and charges for the use of the said intended 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 Company proposed to be incorporated as aforesaid, and the owners of, and other parties interested in the lands required for the said intended railways and works, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the said Company of such lands, in property, feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual, or rent, or for such consideration in shares, mortgages, or bonds of the said Company, or otherwise, as may be fixed upon; and for the acquisition, purchase, lease, commutation, or extinction of any customs or other duties, pontages, rights, and privileges which may affect, or be affected by the construction, maintenance, or use of the said intended railways and relative works; 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 Company to be incorporated as aforesaid, and all other Companies and persons working or lawfully using the said proposed railways or any of them, to run over and use with their engines and carriages of every description, and to use with their clerks, officers, and servants, that portion of the railway of the Glasgow and South-Western Railway Company which lies between the junction therewith of the railway first above described near the said bridge, under the approach to Craigie House and the last-mentioned Company's station at the townhead of Ayr, together with the said station and the booking-offices thereof, and other works and conveniences connected therewith and with the said portion of railway; and also those portions of the railways of the Glasgow and South-Western Railway Company, and of the Kilmarnock and Troon Railway, held in lease by them, which lie between the point of junction hereinbefore defined of the proposed railway thirdly above described with the said railway, formerly called the Ayr and Dalmeilington Railway and the harbour of Troon, together with the works and conveniences connected with the said portions of railways, all upon such terms and conditions and on payment of such consideration as may be agreed upon, or settled by arbitration, or defined by the said Bill; and to that effect to alter and confer exemptions from the tolls, rates, and charges leviable in respect of the use of the said several portions of railways and station and relative works and conveniences.

And it is further intended by the said Bill to empower the Company to be incorporated as afore-

said, the Caledonian Railway Company, and the Glasgow and South-Western Railway Company, respectively, to enter into arrangements and execute agreements with each other in respect to the use of, and the interchange, forwarding, working, and conducting of traffic between, over, and upon the undertakings belonging to and held in lease by them respectively, or any part thereof; and to confirm any agreements which may have been or may be entered into between the said Companies respectively, in relation to the said matters or any of them; or to make provision with respect to these matters, or any of them, in the said Bill.

And it is further intended by the said Bill to empower the Caledonian Railway Company, by themselves or others on their behalf, to subscribe and contribute money towards the expense of the construction, maintenance, and working of the said proposed railways and relative works, and to take, purchase, and hold shares in the Company to be incorporated as aforesaid; and, in respect of such contributions or shares, to appoint directors of the last-mentioned Company, and to vote at meetings of that Company; and for these purposes to empower the Caledonian Railway Company to raise money by the creation and issue of new shares or stock in their undertaking on such terms and conditions, with such guarantee or priority of dividend, and other 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 thought expedient, and by borrowing on mortgage or bond, or by one or other of these means, and to fund or issue debenture stock in lieu of the amount so borrowed, or authorised to be borrowed: and it is further intended by the said Bill to empower the Caledonian Railway Company and the said intended Company to enter into agreements in relation to the maintenance and management, by the Caledonian Railway Company, of the said proposed railways and works, or any part or parts thereof, the use thereof and working of traffic thereon, the fixing, alteration, collection, and apportionment of the tolls, rates, and charges to be levied in respect of such use and working, and the appointment of a joint committee of directors for managing the aforesaid matters, or any of them; and to confirm any agreements which may have been, or may be entered into for effecting the objects aforesaid, or otherwise in relation thereto; as also to provide for and regulate the aforesaid matters, or some of them, by the said Bill.

And it is further intended by the said Bill to vary or extinguish all such customs or other duties, pontages, rights, and privileges as aforesaid, and all other existing 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, so far as necessary for the foresaid purposes, it is intended by the said Bill to alter and amend the powers and provisions of the several Acts after mentioned, or some of them; that is to say, "The Caledonian Railway Act, 1845," and the several 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 and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and

28th years of the reign of Her present Majesty; as also "The Glasgow and South-Western Railway Consolidation Act, 1855," and the Acts therein recited, "The Ayr and Dalmellington Railway Transfer Act, 1858," the Acts (local) 48 Geo. III., cap. 46, 1 Vic. cap. 105, and 9 and 10 Vic. cap. 211, relating to the Kilmarnock and Troon Railway, 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 22nd, the 22nd and 23rd, the 23rd 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 notice is further given, that copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 1st day of November, 1864

Hope and Mackay, W.S., Edinburgh.

Grahames and Wardlaw, 30, Great George-street, Westminster.

London and South Western Railway.

(Powers for London and South Western Railway Company to make new Railway from Bideford to Torrington; to raise additional Capital; to amend the Acts relating to that Company; and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by the London and South Western Railway Company (hereinafter called "the Company"), for an Act to enable the Company to effect the following purposes, or some or one of them, that is to say:—

1.—To make and maintain a railway, with all proper stations, approaches, works, and conveniences connected therewith, commencing in the parish of Bideford, in the county of Devon, by a junction with the Bideford Extension Railway, at or near the booking office of the Bideford Station thereon, and terminating in the parish of Great Torrington, in the same county, on Great Torrington Common, about five chains to the southward of the bridge known as Staple Vale Canal Bridge, which carries the turnpike road from Great Torrington to Bideford, over the Rolle Canal, and which intended railway will be made in and pass through or into the parishes and extra parochial or other places following, or some of them, that is to say:—Bideford, Northam, Littleham, Landcross, Wear Giffard, Monkleigh, Frithelstock, Huntshaw, Little Torrington, and Great Torrington, in the county of Devon, or some of them.

2.—To cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, footpaths, railways, tramways, aqueducts, canals, streams, rivers, brooks, pipes, waters, and watercourses within the aforesaid parishes, or some of them, which it may be necessary to cross, stop, alter, or divert, by reason or for the purposes of the intended railway works and conveniences.

3.—To levy tolls, rates and duties, upon and in respect of the intended new railway and works and to grant exemption from the payment of tolls, rates, and duties.

4.—To purchase, by compulsion or otherwise, all such lands, houses and other property and easements therein respectively as may be required in

the construction of the intended new railway or any of the works connected therewith, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses and other property, and all such other rights or privileges as it may be necessary to vary or extinguish in carrying into execution any of the purposes of the Act.

5.—To make lateral deviations in constructing the intended railway from the line thereof, to the extent and within the limits defined on the plan hereinafter mentioned.

6.—To authorise the Company to raise a further sum of money, for all or any of the purposes of the intended Act, or for the general purposes of the Company, by the creation of new shares or stock with or without a guarantee or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any of such or other means, and to apply to all or any such purposes any capital or funds now belonging to the Company, or hereafter to belong to them.

And it is proposed by the intended Act to amend and extend or repeal, so far as may be necessary, the powers and provisions of the several Acts following, or some of them, viz., The Local and Personal Acts, 4 and 5 Wm. 4, cap. 88; 1 Vic. cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115; 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. 3, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99, 140, and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 158, and 185; 24 and 25 Vic., caps. 111, 220, and 234; 25 and 26 Vic., caps. 42 and 152; 26 and 27 Vic., caps. 90, 109, and 208; and 27 and 28 Vic., caps. 87, 166, 174, and 227, and all other Acts relating to the Company.

And notice is hereby further given, that on or before the 30th day of November, 1864, plans and sections of the proposed new railway and of the lands and houses proposed to be taken, with a book of reference to those plans, and a published map with the line of the proposed new railway delineated thereon, and a copy of this Notice, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office in Exeter, in that county; and that copies of so much of those plans, sections and books of reference as relates to the several parishes or places through which the intended new Railway will pass, and in which the lands or houses are situate, together with a copy of this Notice, will, on or before the 30th day of November, 1864, 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 clerk of some parish immediately adjoining such extra parochial place.

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, 1864.

Dated this seventh day of November, 1864.

Bircham, Dalrymple, Drake, and Ward,
46, Parliament-street, Westminster,
Solicitors for the intended Act.

London and South-Western Railway.

(Additional Powers.)

(Construction of Railway at Chiswick—Compulsory Purchase of Lands in Surrey and Dorsetshire, and at Exeter, for Station and other Purposes—Diversion of Public Road at Walton-on-Thames—Acquisition of the Exeter and Exmouth, the Salisbury and Yeovil, and the Thames Valley Railways—Construction of the Tooting, Merton, and Wimbledon Extension Railway by, and vesting of that Railway in, the Company and the London, Brighton, and South Coast Railway Company—Joint or other Construction of a Branch Railway at Wimbledon—Confirming heads of arrangement with London, Chatham, and Dover Railway Company—Power to Company to construct and acquire a part of the authorized Railways of the London, Chatham, and Dover Railway Company—Provision for a Superannuation Fund, and a Guarantee Fund—Further Running Powers—Further Capital—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to confer upon the London and South Western Railway Company (hereinafter referred to as "the Company") all necessary powers to effect the purposes following, or some of them (that is to say):—

To make and maintain the railway next hereinafter described, with all proper and convenient approaches, roads, stations, sidings, works, and conveniences in connection therewith (that is to say):—

A railway wholly in the parish of Chiswick, in the county of Middlesex, commencing by a junction with the Railway No. 3, authorized by "The London and South-Western (Kensington and Richmond) Railway Act, 1864," in or near a field numbered 46, in the parish of Chiswick, on the plans of that railway deposited with the Clerk of the Peace for the county of Middlesex in the month of November 1863, and terminating by a junction with the Company's loop line of railway authorized by "The Windsor, Staines, and South Western Railway Act (No. 1), 1847," at a point to the eastward of and distant 5 chains or thereabouts (measured along that loop line) from the bridge by which the turnpike road from London to Brentford is carried over the said loop line, at or near the Kew station of the Company.

To deviate laterally from the line of the intended railway and works to be authorised by the Act, to the extent shown on the plans hereinafter mentioned.

To cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, streets, footpaths, railways, tramways, aqueducts, canals, streams, rivers, brooks, pipes, waters, and watercourses, within or adjoining to the aforesaid parishes, or either of them, which it may be necessary to cross, stop up, alter, or divert, by reason or for the purpose of the intended new railways, works, and conveniences, or any of them.

To levy tolls, rates, and duties upon and in respect of the intended new railways and works, or any of them, and to grant exemptions from the payment of tolls, rates and duties.

To purchase, by compulsion or otherwise, all such lands, houses and other property or easements therein respectively as may be required for the purposes of the intended new railways, or the works connected therewith, and to vary and extinguish all existing rights or privileges in any manner connected with such lands, houses, and other property, and all such other rights or privileges as it

may be necessary to vary or extinguish in carrying into execution any of the purposes of the Act.

To divert or alter (wholly in the parish of Walton-on-Thames), in the county of Surrey, the public highway leading from the south side of the Walton station of the Company towards Hersham and towards Cobham respectively, which intended diversion or alteration will commence at or near the north-eastern corner of land abutting northwards on that public highway, and belonging to the trustees for the poor cottagers of Walton-on-Thames, and occupied in garden allotments, and will terminate at or near the north-western corner of the same land.

To purchase, by compulsion or otherwise, for the purpose of extending the station or other accommodation of the Company, and of the before-mentioned road diversion, lands, and houses situate in the parishes following, or some or one of them (that is to say):—Walton-on-Thames, and Millbrook, in the county of Southampton, and Wimborne Minster, and Hamworthy, both in the county of Dorset, and St. David's, in the county of the city of Exeter.

To empower the Exeter and Exmouth, the Salisbury and Yeovil, and the Thames Valley Railway Companies, hereinafter called "the three Companies," or any or either of them, to sell and transfer their undertaking, property, rights, and interests respectively to the Company, on such terms and conditions as have been, or may be agreed upon, or as shall be provided by the Act, and to authorize the Company to accept such transfers accordingly.

To provide for the admission of the Company to participate in any working or traffic, contracts, or arrangements, made, or to be made, between any of the three Companies, and any other Companies or Company, and in the powers by any former Acts given to the three Companies respectively, with reference to such contracts or arrangements.

To vest in the Company the respective undertakings, railways, works, property, estates, and effects, rights, powers, and privileges of the three Companies, or of some or one of them, or some part thereof, or some estate or interest therein.

To authorise the three Companies respectively, and their respective proprietors and creditors, to accept in lieu of their present shares, stocks, and securities, any securities, rent-charges, annuities, stocks, or shares of the Company, and to authorize the Company, if they think fit, to guarantee the payment of the principal and interest of any mortgage bond, or other debt of the three Companies, or any of them, and so far as may be necessary to classify, define, and regulate the capital, shares, stocks, and securities, charges, rights, and privileges of the proprietors and creditors of the Company and of the three Companies, or some or one of them.

To authorize the union and amalgamation of the respective undertakings, railways, works, proprietaries, stocks, shares, property, rights, powers, and privileges of the three Companies, or of some or one of them, or of some part thereof, with those of the Company.

To vary the tolls, rates, and charges which the three Companies respectively are authorized to take, and to levy new tolls, rates, and charges upon or in respect of their several undertakings, or any part or parts thereof respectively, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

To provide for the dissolution of the three Companies, or of some or one of them.

To dissolve the Tooting, Merton, and Wimbledon Extension Railway Company (hereinafter referred to as the "Tooting Company"), and to repeal or

amend the Tooting, Merton, and Wimbledon Extension Railway Act, 1864 (hereinafter referred to as the Tooting Act).

To enable the Company and the London, Brighton, and South Coast Railway Company (which Companies are hereinafter referred to as the two Companies), jointly, or the joint Committee hereinafter mentioned, to construct the railways and works authorized by the Tooting Act, and to transfer to and vest in the two Companies, or the joint Committee, the powers, or some of the powers, of the Tooting Act, and to confer upon them all other necessary powers for that purpose.

To provide, by the appointment of a joint Committee of the two Companies (hereinafter referred to as the joint Committee), and of arbitrators for the constructing, maintaining, managing, and regulating of the railways and works authorized by the Tooting Act.

To vest in the two Companies, or in the joint committee, all lands (if any) acquired by, and all, or any, the real and personal property of the Tooting Company.

To make provision for the repayment by the two Companies to the Tooting Company of the costs and expenses in relation to their undertaking, and of all or any moneys deposited by the Tooting Company with the Court of Chancery, in respect of the application to Parliament for the Tooting Act, and to vest the last-mentioned moneys in the two Companies, and to authorise the transfer and payment out of Court thereof to the two Companies, and to make further or other provision for securing the completion of the railways and works authorised by the Tooting Act.

To vary the tolls, rates, and charges authorised by the Tooting Act to be taken, and to levy new tolls, rates, and charges upon or in respect of the railways authorised by the Tooting Act; to confer, vary or extinguish exemptions from the payment of such tolls, rates, and charges; to vary and extinguish all rights and privileges inconsistent with the objects of the Act, and to confer other rights and privileges.

To enable the Tooting Company or the two Companies jointly, or either of them separately, or the Joint Committee, to make and maintain a railway (hereinafter referred to as the Wimbledon Junction), wholly in the parish of Wimbledon, in the county of Surrey, commencing by a junction with the main line of the Company at a point distant one chain or thereabouts from, and to the eastward of, the bridge which carries the public highway leading from Wimbledon to Merton over that main line, and terminating by a junction with the Railway No. 2, authorised by the Tooting Act, at a point shewn on the plan of that Railway (No. 2), deposited with the Clerk of the Peace for the county of Surrey in the month of November, 1863, as one mile from the commencement of that Railway (No. 2), and in a field, numbered 51, in the parish of Wimbledon, on that plan, together with all proper and convenient approaches, roads, stations, sidings, and other works connected therewith.

And it is intended by the said Act to confer upon the Tooting Company or the two Companies or one of them, or the joint Committee, all necessary powers for effecting the purposes following, that is to say,—

To deviate laterally from the line of the intended railway (the Wimbledon Junction) and works to be authorised by the Act to the extent shown on the plans hereinafter mentioned.

To cross, stop up, alter, or divert, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways and watercourses within or adjoining to

the aforesaid parishes, townships, and extra-parochial and other places or any of them, which it may be necessary to cross, stop up, alter, or divert for the purposes of any of the intended works aforesaid, or of the intended Act.

To purchase by compulsion and by agreement, lands, houses, and hereditaments or easements therein respectively for the purposes of the intended railway (the Wimbledon Junction) and works and of the Act, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates and duties upon or in respect of the intended railway (the Wimbledon Junction) and works to be authorized by the Act, to alter the tolls which the two Companies are respectively authorised to take on their respective railways, and to confer, vary, or extinguish exemptions from the payment of all such tolls, rates and duties.

To enable the Tooting Company and the two Companies respectively to apply, for the purposes of the Act, any part of their respective corporate funds and revenues, and to raise further moneys for the purposes aforesaid by borrowing, and by the creation of new shares and stocks in the respective Companies and (if the respective Company think fit) to attach to all or any of such new shares or stock a preference or priority of interest or dividend and other special privileges.

To provide for the allocation and appropriation to and the separate and independent ownership and use respectively by each or either of the two Companies, of the railways and works authorised by the Tooting Act, and of the intended Wimbledon Junction, or some part or parts thereof respectively.

To authorise the two Companies and each or either of them to run over, work and use the railways authorised by the Tooting Act, or some part or parts thereof respectively, and so much of the Wimbledon and Croydon Railway as lies between the respective junctions therewith authorised by the Tooting Act of the Railway No. 1 and Railway No. 2 authorised by that Act, and the stations, sidings, booking and other offices, engine-sheds, standing room for engines, water, water supplies, warehouses, works, and conveniences connected with the said several railways and portions of railway respectively, upon such terms and conditions as have been or may be agreed upon between the two Companies, or as may be prescribed by or under the Act.

To authorise the Company to run over work and use so much and such parts of the several railways (whether constructed or authorised) of the London, Brighton, and South Coast Railway Company (hereinafter called "The Brighton Company") as lie or will lie between the junction authorised by the Tooting Act of the Railway No. 1, authorised by that Act with the railway authorised by the London, Brighton, and South Coast Railway (Mitcham and Tooting Lines, &c.) Act, 1863, and the junction station to be constructed by the Brighton Company, at or near the junction of the Railway No. 7 authorised by the "London, Chatham, and Dover Railway (new lines) Act, 1864," and the Railway secondly authorised by the "London, Brighton, and South Coast Railway (Mitcham and Tooting Lines, &c.) Act, 1863," together with any portion of that Railway No. 7, which lies, or will lie, between the last mentioned authorised railway of the Brighton Company and that junction station, together with that junction station, and also so much and such parts of the railways (whether constructed or authorised) of the Brighton Company as lie, or will lie, between that junction station and the London-bridge terminus of the Brighton Company on the

one hand, and the wharf of the Brighton Company on the bank of the River Thames at Deptford on the other hand, and all other stations, sidings, booking and other offices, engine sheds, standing room for engines, water, water supplies, warehouses, wharves, works and conveniences connected with the said several railways or portions of railways.

To enable the two Companies respectively to levy tolls, rates, and charges for traffic conveyed by them upon or over the railways of other Companies, and to confer exemptions from such tolls, rates, and charges, and to vary the tolls, rates, and charges now authorised to be taken upon such railways.

To sanction and give effect to contracts and agreements between the two Companies and between them and the Tooting Company, with reference to any of the matters aforesaid, or any of the objects of the Act, and to enable the two Companies to enter into and carry into effect contracts and agreements for or with reference to the construction, maintenance, working, and using by both or either of the contracting Companies of their respective railways and works, or of the Tooting, Merton, and Wimbledon Extension Railway, or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon, the supply and maintenance of engines, stock, and plant, the fixing collection, payment, division, appropriation and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants.

To make the exercise of the powers, or some of the powers of the Act, compulsory upon the Companies or Company on which those powers are conferred.

And it is intended by the Act to confirm and make binding upon the London, Chatham, and Dover Railway Company (hereinafter referred to as "The Dover Company") and the Company respectively, certain heads of arrangement between those Companies, dated the 7th May, 1864, having reference to the construction by the Company of so much of the Railway No. 3, authorised by The London, Chatham, and Dover (New Lines) Act, 1864, as lies, or will lie, north of the main line of railway of the Company, and to the user of that portion of that Railway No. 3 by the Dover Company, and to other incidental matters, and to authorise and compel the Dover Company and the Company respectively to carry such heads of arrangement into effect.

To authorise and require the Company, in lieu of the Dover Company, and at their own expense, to make, or complete and maintain, and to vest in the Company the before-mentioned portion of the Railway No. 3, authorised by The London, Chatham, and Dover Railway (New Lines) Act, 1864, and for that purpose to transfer to, and vest in the Company, the powers, or some of the powers, of the last-mentioned Act, and to enable the Company to take and levy tolls, rates, and charges in respect of traffic carried over the same portion of railway, and to compel the Dover Company to abandon and relinquish the construction of the portion of the Railway (No. 3), and to relieve the Dover Company from all penalties and other consequences of the non-construction thereof by them.

To provide for a Superannuation Fund, for the benefit of the salaried officers and other servants of the Company, and to provide for a Guarantee Fund, by way of security for the good behaviour of those officers and servants; and to provide such funds, or either of them, partly by means of contributions of annual or other sums by such officers and servants, and partly by contribution by the Company, or by some other means to be provided by the Act, and to authorise the making, from time to

time, of all necessary rules and regulations as to the contributions to be made to such funds respectively, the benefits to be derived therefrom, the management and disposition thereof or otherwise in relation thereto.

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

To authorise the Company, for all or any of the purposes of the Act, and for the general purposes of the Company, to apply their corporate funds and revenues, and to raise further moneys by borrowing, and by the creation of new shares or stock in the Company, and (if the Company think fit) to attach to all or any of such new shares or stock a preference or priority of interest or dividend, and other special rights and privileges.

And it is proposed, by the intended Act, to alter, amend, extend, enlarge, or repeal, so far as may be necessary or desirable, for any of the purposes of the Bill, the provisions of the several local and personal Acts following, or some of them, viz., 4 and 5 Wm. IV, cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99, 140, and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89 and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 158 and 185; 24 and 25 Vic., caps. 111, 220, and 234; 25 and 26 Vic., caps. 42 and 152; 26 and 27 Vic., caps. 90, 109, and 208; and 27 and 28 Vic., caps. 87, 166, 174, and 227; and all other Acts relating to the Company; 17 and 18 Vic., cap. 215; 18 and 19 Vic., cap. 62; 20 and 21 Vic., cap. 121; 21 and 22 Vic., caps. 77 and 89; 23 and 24 Vic., cap. 124; 27 and 28 Vic., cap. 88; relating to the Salisbury and Yeovil Railway Company, 25 and 26 Vic., cap. 152; relating to the Thames Valley Railway Company, 18 and 19 Vic., cap. 122; 20 and 21 Vic., cap. 56; and 24 and 25 Vic., cap. 15; relating to the Exeter and Exmouth Railway Company, 16 and 17 Vic., cap. 132; 18 and 19 Vic., caps. 94 and 187; 20 and 21 Vic., cap. 76; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., cap. 54; 23 and 24 Vic., caps. 174, 177, and 187; 24 and 25 Vic., caps. 81, 239, and 240; 25 and 26 Vic., caps. 78, 144, 163, 166, 192, and 224; 26 and 27 Vic., caps. 204 and 207; and 27 and 28 Vic., caps. 93, 94, 96, 129, 195, and 212; relating to the Dover Company, 5 and 6 Wm. IV, cap. 10; 6 and 7 Wm. IV, cap. 121; 7 Wm. IV and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 69, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100, and 180; 17 and 18 Vic., caps. 61, 68, and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., caps. 87, 92, and 105; 20 and 21 Vic., caps. 60, 72, 133, and 143; 21 and 22 Vic., caps. 57, 84, 101, 104, and 118; 22 Vic., cap. 3; 22 and 23 Vic., caps. 69, 81, 98, 112, 125 and 134; 23 and 24 Vic., caps. 109, 158, 171, 172, and 174; 24 and 25 Vic., caps. 120, 174, and 234; 25 and 26 Vic., caps. 68, 78,

151, 207, and 210; 26 and 27 Vic., caps. 90, 137, 142, 184, 192, 204, 208, 218, and 227; 27 and 28 Vic., caps. 35, 123, 154, 172, 274, and 314; and all other Acts relating to the Brighton Company and the "Tooting, Merton and Wimbledon Extension Railway Act, 1864."

And notice is hereby further given that on or before the 30th day of November, 1864, plans and sections of the intended new Railways and works and of the intended road diversion or alteration and also plans of the lands so proposed to be purchased by compulsion, together with books of reference to such plans, a published map with the lines of the intended railways delineated thereon, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, at Clerkenwell, in that county, and with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, in that county, and with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in that county, and with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in that county, and with the Clerk of the Peace for the county of the city of Exeter, at his office at Exeter, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish and extra-parochial place from, in, through, or into which the said railways and works are intended to be made, or in which such lands are situate, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

On or before the twenty-third day of December, 1864, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1864.

Bircham, Dalrymple, Drake, and Ward,
46, Parliament Street, Westminster, Solicitors for the intended Act.

London and South Western Railway.

(Extension from Main Line at Pirbright to near Farnham on the Farnham and Alton Branch, with Branch to join the South Eastern Railway near Ash; Additional Capital; Amendment of Acts of Company and South Eastern Railway Company; Traffic and other arrangements with that Company; and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London and South Western Railway Company (hereinafter called "the Company"), for an Act to enable the Company to effect the following purposes, or some or one of them, that is to say:—

1. To make and maintain railways, with all proper stations, approaches, works and conveniences connected therewith, respectively, that is to say, a railway No. 1, commencing in the parish of Farnham, in the county of Surrey, by a junction with the Farnham and Alton Railway of the Company, at or near to the point at which that Railway passes over the road from the Farnham and Guildford turnpike road to Rock Mill and Moor Park, and terminating in the parish of Pirbright, in the county of Surrey, by a Junction with the Main Line of the Company, about six chains to the westward of the mile-post thereon, which denotes 29

miles from London, and which intended railway will be made in and pass through or into the parishes and extra parochial or other places following, that is to say, Farnham, Ash, Ash and Normandy, and Pirbright, in the county of Surrey; and Aldershot, in the county of Southampton, or some or one of them. Also a railway (No. 2) to be made wholly in the parish of Pirbright, commencing by a junction with the intended railway (No. 1), on land forming part of Pirbright Common, south of the same Main Line of Railway, and at or near a point situate at right-angles to that Main Line at the mile-post on the same Main Line denoting 29½ miles from London, and terminating by a Junction with the same main line of railway, about six chains to the westward of the first-mentioned mile-post thereon. And also a railway (No. 3) commencing in the parish of Aldershot, by a junction with the intended railway (No. 1), in a field belonging to Mr. Robert Lloyd, and occupied by Messrs. John Davis and William Britten, near to and to the south westward of the Road Bridge, called Hampshire Bridge, over the Black Water Stream, and terminating in the parish of Ash by a Junction with the Reading, Guildford, and Reigate Railway of the South Eastern Railway Company, about seven chains to the southward of the mile-post on that railway, which denotes 48½ miles from London, and which intended railway (No. 3) will be made in and pass through or into the parishes or places of Ash and Ash and Normandy, in the county of Surrey, and Aldershot, in the county of Southampton, or some or one of them.

2. To cross, stop up, alter, or divert—whether temporarily or permanently—all turnpike and other roads, and highways, footpaths, railways, tramways, aqueducts, canals, streams, rivers, brooks, pipes, waters and watercourses within the aforesaid parishes, or some of them, which it may be necessary to cross, stop, alter, or divert, by reason, or for the purposes of the intended railways, works, and conveniences.

3. To levy tolls, rates, and duties, upon and in respect of the intended new railways and works, and to grant exemption from the payment of tolls, rates, and duties.

4. To purchase, by compulsion or otherwise, all such lands, houses and other property and easements therein, respectively, as may be required in the construction of the intended new railways, or any of the works connected therewith, and to vary and extinguish all existing rights or privileges in any manner connected with such lands, houses, and other property, and all such other rights or privileges as it may be necessary to vary or extinguish in carrying into execution any of the purposes of the Act.

5. To make lateral deviations in constructing the intended railways from the lines thereof, respectively, to the extent and within the limits defined on the plans hereinafter mentioned.

6. To raise a further sum of money for all or any of the purposes of the intended Act, or for the general purposes of the Company, by the creation of new shares or stock, with or without a guarantee or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any of such or other means, and to apply to all or any such purposes any capital or funds now belonging to the Company, or hereafter to belong to them.

7. To enable the Company and the South Eastern Railway Company (hereafter called the two Companies), to enter into and carry into effect, arrangements and agreements in respect of the conduct, management, regulation, interchange, accommodation, and conveyance of traffic on, and the use of the intended new railways, and all or any of the

railways and works of the two Companies respectively, and with respect to the tolls, charges, or other sum or sums of money to be paid for, or in respect of the use of the intended new and other railways [respectively, and of the traffic thereon, respectively, and with respect to the apportionment between the two Companies of tolls, and charges through and local received in respect of traffic passing over the intended new and other railways, respectively, or any portion thereof respectively.

And it is proposed by the intended Act to amend and extend, or repeal, so far as may be necessary, the powers and provisions of the several Acts following, or some of them, viz.:—The Local and Personal Acts 4 and 5 Wm. 4, cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 George 3, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99, 140, and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 158, and 185; 24 and 25 Vic., caps. 111, 220, and 234; 25 and 26 Vic., caps. 42 and 152; 26 and 27 Vic., caps. 90, 109, and 208; and 27 and 28 Vic., caps. 87, 166, 174, and 227; and all other Acts relating to the Company.—The Local and Personal Acts 6 Wm. 4, cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., Session 2, cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; 22 and 23 Vic., cap. 35; 24 Vic., cap. 12; 24 and 25 Vic., cap. 191; 25 and 26 Vic., cap. 96; 26 and 27 Vic., cap. 115; 27 and 28 Vic., caps. 98, 99, and 311, and all other Acts relating to the South Eastern and Reading, Guildford, and Reigate Railway Companies respectively.

And notice is hereby further given, that on or before the 30th day of November, 1864, plans and sections of the proposed new railways, and of the lands and houses proposed to be taken, with books of reference to those plans, and a published map, with the line of the proposed new railways delineated thereon, and a copy of this Notice, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, in that county, and with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in that county; and also that copies of so much of those plans, sections, and books of reference as relates to the several parishes or places through which the intended new railways will pass, and in which the lands or houses are situate, together with a copy of this notice, will on or before the 30th day of November, 1864, 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 clerk of some parish immediately adjoining such extra-parochial place.

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, 1864.

Dated this 7th day of November, 1864.

Bircham, Dalrymple, Drake, and Ward,
46, Parliament-street, Westminster, Solicitors for the intended Act.

London and South Western Railway.

(New Lines in Surrey).

(Powers for the London and South Western Railway Company to construct new lines in Surrey; Appropriation to them of parts of Wimbledon and Dorking Railway, and Wimbledon and Croydon Railways; Agreements authorised between them and the London, Brighton and South Coast, the Wimbledon and Croydon, and the Tooting, Merton, and Wimbledon Extension Railway Companies; Power to raise additional Money; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session, by the London and South Western Railway Company (hereinafter called "The Company") for an Act to enable the Company to effect the following purposes, or some or one of them, that is to say:—

1. To make and maintain the several railways herein described, with all proper stations, approaches, works, and conveniences connected therewith respectively, that is to say:—

Railway No. 1, commencing in the parish of Kingston-on-Thames, in the county of Surrey, by a junction with the Company's Kingston Bridge Line (constructed under the authority of the South Western Railway General Act, 1860), at or near the termination thereof, at Kingston-on-Thames, and terminating in the parish of Wimbledon, in the same county, by a junction with the Company's main line of railway about ten chains to the westward of the bridge which carries the public highway from Wimbledon to Merton, over that main line, near the Wimbledon Station thereon, (and which intended railway No. 1 will be made or pass from, in, through, or into the parishes and places of Kingston-on-Thames, Norbiton, Surbiton, Malden, Merton, Morden, and Wimbledon, in the county of Surrey, or some or one of them.

Railway No. 2 (wholly in the parish of Kingston-on-Thames), commencing in or near land belonging to and occupied by Mr. Edward Pain, abutting southwards on lands of the Lambeth Waterworks Company, and on the public highway leading from Kingston to Shepherd's Bush Farm and Malden, and terminating by a junction with the Company's main line of railway immediately to the westward of the Malden station thereon.

Railway No. 3, commencing in the parish of Merton by a junction with the Wimbledon and Dorking Railway, near West Barns Farm, in a field numbered 9, in that parish, on the plan of the Wimbledon and Dorking Railway, deposited with the Clerk of the Peace for the county of Surrey, in the month of November, 1856, and terminating in the parish of Wimbledon by a junction with the Company's main line of railway, about 10 chains to the eastward of the bridge which carries that railway over the public highway called Coombe Lane, and which intended Railway No. 3 will be made or pass from, in, through, or into, the parishes or places of Merton or Wimbledon, or one of them.

Railway No. 4 (wholly in the parish of Wimbledon), commencing by a junction with the intended Railway No. 1, in or near land numbered 10 in that parish, on the plan of the Tooting,

Merton, and Wimbledon Extension Railway (Railway No. 2) deposited with the Clerk of the Peace for the county of Surrey, in the month of November, 1863, and terminating by a junction with the authorized line, No. 2, of the Tooting, Merton, and Wimbledon Extension Railway, in or near land numbered in the parish of Wimbledon 44 on the last-mentioned plan, and at or near the point indicated on that plan, 4 furlongs from the commencement of the last-mentioned line of railway (No. 2).

Railway No. 5 (wholly in the parish of Merton), commencing by a junction with the Wimbledon and Dorking Railway, in or near a field numbered 2, in that parish, on the before-mentioned deposited plan of the Wimbledon and Dorking Railway, and terminating by a junction with the intended Railway No. 1 (to be authorized by the proposed Act), at a point about one chain to the westward of the bridge which carries the Company's main line of railway over the public highway called Coombe Lane, on land forming part of that main line, and abutting eastward on the public highway called Coombe Lane.

Railway No. 6 (wholly in the parish of Wimbledon), commencing by a junction with the Wimbledon and Croydon Railway, in or near a field numbered in the parish of Wimbledon 4 on the before-mentioned deposited plan of the Tooting, Merton, and Wimbledon Extension Railway (Railway No. 2), and at or near the commencement of the Railway No. 2, as shown on that plan, and terminating by a junction with the authorized line of the Tooting, Merton, and Wimbledon Extension Railway (No. 2), in or near land numbered 13 in the parish of Wimbledon, on the last-mentioned plan, and abutting northward on sidings of the Company.

2. To cross, stop up, alter, or divert whether temporarily or permanently, all turnpike or other roads and highways, footpaths, railways, tramways, aqueducts, canals, streams, rivers, brooks, pipes, waters, and water-courses within the aforesaid parishes, or some of them, which it may be necessary to cross, stop, alter, or divert by reason or for the purposes of the intended railway works and conveniences.

3. To levy tolls, rates, and duties upon and in respect of the intended new railways and works, and to grant exemption from the payment of tolls, rates, and duties.

4. To purchase by compulsion or otherwise all such lands, houses, and other property, as may be required in the construction of the intended new railways, or any of the works connected therewith, and to vary and extinguish all existing rights or privileges in any manner connected with such lands, houses, and other property, and all such other rights or privileges as it may be necessary to vary or extinguish in carrying into execution any of the purposes of the Act.

5. To make lateral deviations in constructing the intended railways, from the lines thereof respectively, to the extent and within the limits defined on the plans hereinafter mentioned.

6. To vest in the Company, for their own use and benefit, the Wimbledon and Dorking Railway from the commencement, as hereinbefore described, of the intended railway No. 5, up to the existing junction of the Wimbledon and Dorking Railway with the Company's main line; and also the Wimbledon and Croydon Railway from the commencement, as hereinbefore described, of the intended railway No. 6, up to the existing terminus of the Wimbledon and Croydon Railway, near the Company's Wimbledon Station, together with the lands, buildings, and works on, belonging to, or connected with those portions of railway re-

spectively; and to empower the Company to use and appropriate those portions of railways, lands, buildings, and works, or any part thereof, for purposes of or connected with their undertakings, or to dispose of the same or any part thereof.

7. To authorize the Company to raise a further sum of money for all or any of the purposes of the intended Act, or for the general purposes of the Company, by the creation of new shares or stock, with or without a guarantee or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any of such or other means, and to apply to all or any such purposes any capital or funds now belonging to the Company, or hereafter to belong to them.

8. To authorize and give effect to agreements between the Company, and the London, Brighton, and South-Coast Railway Company, the Wimbledon and Croydon Railway Company, and the Tooting, Merton, and Wimbledon Extension Railway Company, or any two or more of them for or relating to, any of the purposes of the intended Act.

And it is proposed by the intended Act to alter, amend, extend and enlarge or repeal, so far as may be necessary, the powers and provisions of the several Acts following, or some of them, viz.:—The Local and Personal Acts, 4 and 5 William 4, cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 George 3rd, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99, 140, and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 158, and 185; 24 and 25 Vic., caps. 111, 220, and 234; 25 and 26 Vic., cap. 42; 26 and 27 Vic., caps. 90, 109, and 208; and 27 and 28 Vic., caps. 87, 166, 174, and 227; and all other Acts relating to the Company; 20 and 21 Vic., cap. 72; 22 Vic., cap. 3; 23 and 24 Vic., cap. 152; and 25 and 26 Vic., cap. 42; and all other Acts relating to the Wimbledon and Dorking Railway Company; 16 and 17 Vic., cap. 86; 19 and 20 Vic., cap. 105; 20 and 21 Vic., cap. 136; and 21 and 22 Vic., cap. 57, and all other Acts relating to the Wimbledon and Croydon Railway Company; the Tooting, Merton, and Wimbledon Extension Railway Act 1864—5 and 6 William 4, cap. 10; 6 and 7 William 4, cap. 121; 7 William 4 and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 69, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100, and 180; 17 and 18 Vic., caps. 61, 68, and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., caps. 87, 92, and 105; 20 and 21 Vic., caps. 60, 72, 133, and 143; 21 and 22 Vic., caps. 57, 84, 101, 104, and 118; 22 Vic., cap. 3; 22 and 23 Vic., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vic., caps. 109, 158, 171, 172, and 174; 24 and 25 Vic., caps. 120, 174, and 234; 25 and 26 Vic., caps. 68, 78, 151, 207, and 210; 26 and 27 Vic., caps. 90, 137, 142, 184, 192, 204, 208, 218, and 227; 27 and 28 Vic., caps. 35, 123, 154, 172, 274,

and 314; and all other Acts relating to the London, Brighton, and South Coast Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1864, plans and sections of the proposed new railways, and of the lands and houses proposed to be taken, with a book of reference to those plans, together with a published map with the lines of proposed new railways delineated thereon, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Lambeth in that county, and that copies of so much of the said plans, sections, and book of reference as relates to each of the several parishes and extra-parochial places in or through which the said intended new railways will be made or pass, and in which the said lands or houses are situate, together with a copy of this notice, as published in the London Gazette, will, on or before the 30th of November, 1864, be deposited for public inspection, in the case of each parish, with the parish clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 7th day of November, 1864.

Bircham, Dalrymple, Drake, and Ward,
46, Parliament-street, Westminster, Solicitors for the intended Act.

Aberystwith and Welsh Coast Railway Company (No. 1).

Deviation of Authorized Lines at Aberdovey, Barmouth, and Penrhyn Deudraeth; Extensions at Portmadoc Harbour and Aberdovey, and to Cerrig y Penrhyn; Power to use Embankment across the Traeth Bach for Ordinary Road Traffic; Power to purchase Ferries and the Corris Railway; Power to carry Passengers on the Corris Railway; Power to purchase the Inner Harbour at Portmadoc, and construct Wharves and Swing Bridge there; Power to construct Quay at Aberdovey, and Wharves at Ynyslas; Power to purchase Lands and to extend time for Completion of Works authorized by Act of 1861; Power to Levy Tolls on substituted Railways and at Wharves and Harbour; Power to apply and raise Capital; Power for the Cambrian Railways Company to appoint Directors of the Company; Amendment of Acts; and for other purposes.

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

To enable the Aberystwith and Welsh Coast Railway Company (herein called "the Company") to make and maintain the following railways and other works, with all proper stations and conveniences connected therewith; that is to say:—

A.—A railway in substitution for a portion of the railway, No. 2, described in, and authorized by "The Aberystwith and Welsh Coast Railway Act, 1861" (herein called "the Act of 1861"), commencing in the parish of Machynlleth, in the county of Montgomery, by a junction with the existing railway of the Company, from Machynlleth to Aberystwith, in, or near a certain field, numbered on the plans referred to, in the Act of 1861, 137, in the said parish of Machynlleth, passing through, or into, the several parishes, townships, and places following, or some or one of them (that is to say):—Machynlleth aforesaid,

and Pennal, Towyn and Aberdovey, in the county of Merioneth, and terminating in the said parish of Towyn by a junction with the said authorized railway, No. 2, at or near a certain garden or piece of land, numbered, on the plans referred to in the Act of 1861, 16, in the said parish of Towyn, and the said intended Act will enable the Company to abandon the construction of so much of the said railway, No. 2, as will be rendered unnecessary in consequence of the said intended new or substituted railway hereinbefore described, and also to abandon the embankment, marked I, and the road, marked K, described in and authorized by "The Aberystwith and Welsh Coast Railway Act, 1863" (herein called "the Act of 1863").

B.—A railway or tramway commencing in the said parish of Towyn by a junction with the said authorized line of railway, No. 2, at or near a certain field or piece of land, numbered, on the plans referred to in the Act of 1861, 229, in the said parish of Towyn, near the Corbet Arms Hotel, in Aberdovey aforesaid, and passing through or into the parishes, townships, or places of Aberdovey and Towyn, or one of them, and terminating at a place called Penhelig, near the house there occupied by Dr. Pughe.

C.—A railway, in substitution for a portion of the railway, No. 4, described in and authorized by the Act of 1861, commencing in the parish of Llanaber, in the county of Merioneth, by a junction with the railway, No. 3, authorized by the Act of 1861, at the termination of the last-mentioned railway, passing through or into the parishes, townships, or places following, or one of them; that is to say: Llanaber aforesaid, and Barmouth, in the county of Merioneth, and terminating by a junction with the said authorized railway, No. 4, at or near a point seven furlongs or thereabouts from the authorized commencement of the said railway, No. 4, and in a certain field, numbered on the plans referred to in the Act of 1861, 46 in the said parish of Llanaber.

And the said intended Act will enable the Company to abandon the construction of so much of the said railway, No. 4, as will be rendered unnecessary in consequence of the construction of the said intended new or substituted railway last hereinbefore described.

D.—A railway, in substitution for a portion of the said railway, No. 4, commencing in the parish of Llandecwyn, in the county of Merioneth, by a junction with the line of the said railway, No. 4, at or near a point in or near a certain field, numbered on the plans referred to in the Act of 1861, 3 in the said parish of Llandecwyn, passing through or into the several parishes, townships, or places following, or some of them; that is to say: Llandecwyn, Llanfihangel-y-traethau, and Llanfrothen, all in the county of Merioneth, and terminating by a junction with the line of the said railway No. 4, in or near a certain field, numbered on the plans referred to in the Act of 1861, 27 in the said parish of Llanfrothen; and the said intended Act will enable the Company to abandon the construction of so much of the said railway, No. 4, as will be rendered unnecessary, in consequence of the construction of the said intended new or substituted railway lastly hereinbefore described.

E.—A railway or tramway commencing in the parish of Ynyscynhaiarn, in the county of Carnarvon, by a junction with the line of railway, No. 7, described in, and authorized by "The Aberystwith and Welsh Coast Railway Act, 1862" (herein called "the Act of 1862"), in or near a certain field, numbered in the plans referred to in the Act of 1862, 16 in the said parish of Ynyscynhaiarn, passing through or into the several parishes, townships, or places following,

or some or one of them, that is to say:—Ynyscynhaiarn, Gest and Portmadoc, all in the county of Carnarvon, and terminating in the said parish of Ynyscynhaiarn, at or near a certain smithy, part of the Tremadoc Estate, in the occupation of John Williams, and adjoining or rear to the Welsh Slate Company's wharf, on the harbour of Portmadoc.

F.—A railway or tramway situate wholly in the parish of Llanfihangel-geneur-Glyn, in the county of Cardigan, commencing by a junction with the existing railway of the Company from Machynlleth to Aberystwith, in or near a certain field numbered, in the plans referred to in the Act of 1861, 54 in the said parish of Llanfihangel-geneur-Glyn, and terminating at the landing stage at or near Cerrig-y-Penrhyn on the south shore of the river Dovey.

G.—To enable the Company to construct wharves and shipping and landing places on the east and west sides of the River Lerry, in the parish of Llanfihangel-geneur-Glyn, in the county of Cardigan, between the mouth of that river and the road bridge across the said river, at Ynyslas.

Powers will also be taken by the said intended Act to effect the following objects, or some of them, that is to say:—

To enable the Company so to construct the bridge, embankment, and works, by means of which the intended new or substituted railway (D) above described, are respectively intended to be carried across the Traeth Bach, as to render the said embankment, bridge, and works, or any of them, available for the purposes of ordinary road traffic, both of passengers, animals, and carriages of every description, as well as for railway purposes, and to enable the Company to make road approaches to such embankment, bridge, and works, so as to connect the same with public roads near the commencement and termination thereof respectively, and to enable the Company to levy tolls and make charges for such ordinary road traffic, in addition to the tolls and charges authorized by the Act of 1861, and to grant exemptions from such tolls and charges or any of them.

To enable the Company to purchase by compulsion, or agreement, and to discontinue all or any exclusive ferries or rights of ferry over or across the rivers or estuaries of the Dovey and Mawddach.

To enable the Corris Railway Company to sell and transfer to the Company the Corris Railway, together with the lands, tenements, and hereditaments, stations, works, sidings, and conveniences, property, rights, powers, and privileges connected therewith upon such terms and conditions and for such considerations as may have been or may be agreed upon between the Corris Railway Company and the Company, or as may be fixed and determined in and by the said intended Act; and to enable the Company to take a lease of or to purchase or take the said railway stations, works, sidings, and conveniences, or any or either of them, or any part or parts thereof, and to authorize the union and amalgamation of the Corris Railway Company with the Company, and the union and amalgamation into one undertaking of the undertaking of the Corris Railway Company and the Company, so that the undertaking property, estate, and effects, rights, powers and provisions, liabilities and obligations, of what nature or kind soever of the Corris Railway Company may be vested in and may be exercised by and attached to the Company or the Amalgamated Company.

To enable the Company or the Amalgamated Company to use the Corris Railway as a passenger railway, and to employ and use locomotive

engines thereon for that purpose, and to levy tolls and make charges for the conveyance of passengers.

To enable the Company to make and maintain a quay or embankment along the northern shore of the estuary of the River Dovey, with a line of railway or tramway thereon, commencing at the landing stage or pier of Aberdovey aforesaid, proceeding in an easterly direction, and terminating at Penhelig aforesaid, near the said house occupied by the said Dr. Pughe, with all necessary works, cuttings, embankments, wharves, quays, piers, roads, and other conveniences. All which embankment, works, cuttings, wharves, quays, piers, roads, and other conveniences, will be made within the parishes, townships, and places following, or one of them; that is to say,—Towyn and Aberdovey, in the county of Merioneth.

To enable the Company to purchase, construct, enlarge, and complete the basin or harbour at Portmadoc, known as the Inner Harbour, together with the hereditaments, works and conveniences connected therewith, upon such terms and conditions and for such considerations as may have been or may be agreed on between the owners thereof and the Company, or as may be fixed and determined by the said intended Act.

To enable the Company to make and maintain all necessary works, cuttings, embankments, wharves, bridges, quays, roads, and other conveniences and accommodation in connection with the said harbour.

To enable the Company to make and maintain a swing bridge or draw-bridge at the entrance to the said harbour in lieu of the existing stone bridge there, and to take down and demolish the said stone bridge. All which works, cuttings, embankments, wharves, bridges, quays, roads, and other conveniences and accommodation will be made within the parish of Ynyscynhaiarn aforesaid.

To enable the Company to purchase, by compulsion or agreement, lands and buildings for the purposes of the intended Act, or any of them, and to extend the time limited by the Act of 1861 for the completion of the works authorized thereby.

To levy tolls, and make charges, in respect of the substituted railways to be authorized by the intended Act, and also in respect of the said harbours, wharves, piers, and the works connected therewith, and to grant exemptions therefrom, and, if necessary or expedient, to alter existing tolls and charges, and to cross, stop up, discontinue, alter, or divert, either temporarily or permanently, turnpike and other roads, railways, tramways, rivers, streams, water-courses, canals, reservoirs, ferries, navigations, or bridges, for the purposes of the intended Act, or any of them, and to vary or extinguish all existing rights and privileges which would in any way impede or interfere with the objects of the intended Act, or any of them.

To enable the Company to apply to the purposes of the intended Act, or any of them, any portion of their authorized or existing capital or funds, and to raise further sums for such purposes, or any of them, by the creation of new shares, either with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage, or by any of those means.

To enable the Cambrian Railways Company to nominate two of the directors of that Company to be directors of the Company.

To extend and make applicable to the works to be authorized by the said intended Act, all or any of the provisions of the Act of 1861, the Act of

1862, the Act of 1863, and "The Aberystwith and Welsh Coast Railway (General) Act, 1864," whether for making agreements with other Companies or for any other purpose, and, if necessary or expedient, to confirm any agreements entered into in pursuance of the said Acts, or any of them, and to extend such agreements so as to make the same applicable to the said new works, and to the purposes of the intended Act.

To alter, amend, extend, enlarge, 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," "The Aberystwith and Welsh Coast Railway (General) Act, 1864," "The Corris Machynlleth, and River Dover Railway Act, 1852," "The Corris, Machynlleth, and River Dovey Tramroad Act, 1858," and "The Corris Railway Act, 1864."

On or before the 30th day of November, 1864, plans and sections of the intended railways, embankment, bridges, road approaches, wharves, harbour improvements, and other works, a book of reference to such plans, a published map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Montgomery, at his office at Welshpool, in that county, and with the clerk of the peace for the county of Merioneth, at his office at Dolgelly, in that county, with the clerk of the peace for the county of Cardigan, at his office at Aberystwith, and with the clerk of the peace for the county of Carnarvon, at his office at Carnarvon, in that county. And on or before the said 30th day of November, 1864, a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which any portion of the said intended railways or other works is intended to pass, or to be made, together with a copy of this notice, as published in the London Gazette, 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 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 the 8th day of November, 1864.

*Bircham, Dalrymple, Drake and Co., 46,
Parliament-street, Westminster, Solicitors for the Bill.*

Great Eastern Railway.

Bishop's Stortford, Dunmow and Braintree Railway, and Ramsey Railway.

(Power of Amalgamation; Sale; Lease; Increase of Capital, &c.; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for an Act to vest or otherwise to provide for and authorize the vesting in the Great Eastern Railway Company by amalgamation, sale and purchase or lease of the undertakings, railways, works, lands, buildings and real and personal estate, powers, rights and privileges of the Bishop's Stortford, Dunmow and Braintree Railway Company, and the Ramsey Railway Company, or one of them. And it is proposed by the intended Act to authorize such alterations in the capital, stocks, shares, and borrowing powers of the said Com-

panies respectively, or any of them, and all such other powers as may be necessary or convenient for carrying any such amalgamation, sale, purchase or lease into effect, and to authorize the Great Eastern Railway Company to appropriate to the purposes of the intended Act any part of their unexpended capital, and to raise more money by the creation of ordinary guaranteed or preference shares or stock, and by mortgage or otherwise, and to guarantee fixed or guaranteed or preference dividends or interest on any shares or stock or mortgages of the said other Companies, or either of them, 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 to vary or extinguish all existing rights and privileges which would or might prevent or interfere with the accomplishment of any of the purposes of the intended Act, to confer other rights and privileges. And it is proposed by the intended Act to dissolve or provide for the dissolution of the Bishop's Stortford, Dunmow and Braintree Railway Company, and Ramsey Railway Company, or one of them, and the winding up of their affairs, and to alter, repeal or amend all or some of the provisions of the several Acts of Parliament following, or some of them, that is to say, "The Great Eastern Railway Act, 1862;" "The Eastern Counties Railway (Epping Lines) Act, 1862;" "The Eastern Union Railway Act, 1862;" "The Great Eastern Railway (Steamboats) Act, 1863;" "The Great Eastern Railway (additional powers) Act, 1863;" "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864;" "The Great Eastern Railway (Junctions) Act, 1864;" "The Great Eastern Railway (Highbeech Branch) Act, 1864;" "The Ramsey Railway Act, 1861," and the "Bishop's Stortford, Dunmow and Braintree Railway Act, 1861."

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 8th day of November, 1864.

*Maynard and Son, 57, Coleman-street,
London, Solicitors for the Bill.*

Great Eastern Railway.

Capital, &c.

(Provision with respect to Capital and increase thereof, also with respect to Trowse Bridge, Lowestoft Harbour and Station, Swing Bridge, Fish Vessels, Tolls, and Charges, &c., thereat—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise certain alterations in the capital of the Great Eastern Railway Company, hereinafter called "the Company," and all or some of the several classes of shares or stock of which such capital consists, and the terms and conditions upon which any such shares or stock of the Company are, or may be, created or issued, or authorised to be created or issued, with reference to dividends or otherwise, and to consolidate or provide for the consolidation of various classes of such shares or stock into one or more classes, or into debenture stock, and to authorise the creation and issuing of debenture stock at a higher rate of interest than at present authorised, and to authorise the Company to raise a further sum of money for the general purposes of their undertaking, by the creation of ordinary guaranteed or preference shares or stock, and by mortgage or otherwise.

And it is proposed by the intended Act, to make better provision with respect to the arrangements at Lowestoft Harbour, and the Company's Station in connection therewith, and to give the Company further powers in reference thereto, and to incorporate all or certain of the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, and make them applicable to the Company, and to make better provisions, and give the Company further powers with respect to the opening and shutting of the Swing Bridge over the lock of Lowestoft Harbour, and in the respect to vessels fouling or in any way damaging any of the Company's piers or works at Lowestoft, and with respect to the landing of fish from vessels, and to appropriate certain places to the exclusion of others for the purposes of such landing, and for the regulation of vessels at the fish markets or otherwise within the limits of the Company's premises, or of Lowestoft Harbour, and with respect to the sale of fish, and the duties payable thereon, and for the inspection of salemen's books and otherwise in relation thereto.

And it is proposed by the intended Act to repeal or alter the Parliamentary enactments now in force with respect to the Trowse Swing Bridge, and enact other provisions in lieu thereof, and to authorise the Company to levy or take tolls, rates, duties, and charges, especially for their slips, dry docks, cranes, and works at Lowestoft, and upon or with reference to all or any articles imported or exported at Lowestoft Harbour, whether heretofore chargeable or not, and for the use of the pier at Lowestoft, and for the use of steam tugs and for ballast, fish, and other articles and things at Lowestoft, and to alter existing tolls, rates, duties, and charges, whether applying to any of the matters or things hereinbefore mentioned or otherwise, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to vary or extinguish all existing rights and privileges which would, or might in any way prevent or interfere with any of the objects of the intended Act being carried into effect, and to confer other rights and privileges.

And it is proposed by the intended Act to alter, repeal, or amend certain of the provisions of the several local and personal Acts of Parliament following, or some of them (that is to say):—

"The Great Eastern Railway Act, 1862," "The Eastern Counties Railway (Epping Lines) Act, 1862," "The Eastern Union Railway Act, 1862," "The Great Eastern Railway Steamboats Act, 1863," "The Great Eastern Railway (Additional Powers) Act, 1863," "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864," "The Great Eastern Railway Junctions Act, 1864," "The Great Eastern Railway (Highbecch Branch) Act, 1864."

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 this 8th day of November, 1864.

Maynard and Son, 57, Coleman-street,
London, Solicitors for the Bill.

Caledonian Railway.
(Additional Powers.)

(Branch Railways at Greenock, Port-Glasgow, and Carlisle, and to Luckenburn; Extension of Wilsontown Branch; Substitution of Bridges for Level Crossings and Diversions of Roads at or near Langbank, Gartsherrie, Craigenhill, and Float; Acquisition of Lands at or near the places above named, and Paisley, Buchanan-street, Glasgow, Holytown, Gartcosh, Lothian-road, Edinburgh, and Coltbridge; Improvement of Stations; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to confer upon the Caledonian Railway Company (herein called "The Company") all necessary powers and authorities for effecting all or some of the several objects and purposes following; that is to say:

First. To make and maintain a branch railway or tramway, and all proper works and conveniences in connection therewith, commencing by a junction with that portion of the undertaking of the Caledonian Railway Company known as the Glasgow Paisley and Greenock Railway, at or near a point in the east parish of Greenock about eight chains to the westward of the bridge over the said railway at Ratho-street near Hillend-house, and terminating by a junction with the rails presently laid on Victoria Quay, at a point in the same parish near the northern termination of Saint Andrew-street; and to take and acquire (for the purposes of station accommodation, sidings, and other works) lands, houses, and other property on the southern side of the said Glasgow Paisley and Greenock Railway, between the point where that railway is carried over Stanners-street in Greenock and the point where it is carried over Arthur-street in that town, and extending south-eastward to Saint Lawrence-street there, and also lands, houses, and other property on both sides of the said railway to the southward of Main-street and East Hamilton-street, between the engineering works of Messrs. Caird and Company, and a point about six chains to the westward of the said bridge at Ratho-street, and also certain lands, houses, and other property on the northern side of Main-street aforesaid between that street and the water partially enclosed by the Old Quay of Cartdyke; which proposed branch railway or tramway and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof and for the other purposes before mentioned, will be, and are situate in the following places, or some of them, that is to say:—the parish of Greenock and that portion thereof known as the east parish of Greenock, and the town of Greenock, all in the county of Renfrew;—

Secondly. To make and maintain a branch railway and all proper works and conveniences in connection therewith, commencing by a junction with the said Glasgow Paisley and Greenock Railway, at or near a point in the parish of Port-Glasgow opposite the shipbuilding works now or lately occupied by Messrs. Blackwood and Gordon, and terminating at or near a point in the same parish on the eastern side of the dock or basin lying between Bay-street and the east quay of Port-Glasgow Harbour and about seven chains to the westward of Newark Castle; and to take and acquire (for the purposes of station-accommodation, sidings, and other works) lands, houses, and other property on both sides of the said proposed railway between the said points of commencement and termination thereof, and also lands, houses, and other property on both sides of the said Glasgow Paisley and Greenock Railway, between the eastern end of the railway viaduct situate immediately to the eastward

of the said shipbuilding works, and the bridge by which the said railway is carried over the road leading from the Glasgow and Greenock turnpike-road, to the house called Fifepark; which proposed branch railway and works connected therewith, and the lands, houses, and other property, which may be taken for the purposes thereof and for the other purposes before-mentioned, will be, and are situate in the following places, or some of them, that is to say:—the parishes of Port-Glasgow and Kilmacolm, and the town of Port-Glasgow, all in the county of Renfrew;—

Thirdly. To shut up the existing level crossing of the said Glasgow Paisley and Greenock Railway at Langbank Station, and to divert the road leading to the said level crossing by making a new road commencing by a junction with the said existing road at a point about two chains to the southward of the said level crossing, and passing under the said railway, and terminating by a junction with the Glasgow and Greenock turnpike-road at a point about four chains to the westward of the point where the said existing road at present joins that turnpike-road; and to take and acquire (for the purposes of station-accommodation, sidings, and other works) lands, houses, and other property on both sides of the said Glasgow Paisley and Greenock Railway, between a point about four chains to the westward of the said level crossing and a point about thirteen chains to the eastward of that crossing; which proposed new road, and the lands, houses, and other property which may be taken for the purposes thereof and for the other purposes before mentioned, will be and are situate in the parish of Erskine, in the county of Renfrew;—

Fourthly. To take and acquire (for the purposes of station-accommodation, sidings, and other works) lands, houses, and other property on the north-eastern side of the said Glasgow Paisley and Greenock Railway, between a point in the Middle Church parish of Paisley about two chains to the eastward of the bridge by which the said railway is carried over Caledonia Lane and a point in the same parish near the eastern end of the Caledonian Railway Company's coal depôt near the bridge by which the said railway is carried over Underwood street in Paisley; which lands, houses, and other property are situate in the following places, or some or one of them, that is to say:—the parish of Paisley, the Middle Church parish of Paisley, and the town of Paisley, all in the county of Renfrew;—

Fifthly. To take and acquire (for the purpose of extending and improving the Caledonian Railway Company's station in Glasgow known as the Buchanan-street Station) lands, houses, and other property situate between Buchanan-street and the Port Dundas-road on the west, the Parliamentary-road on the south, the lands occupied by and in connection with the Town's Hospital of Glasgow on the east, and a line from a point about two chains to the north-eastward of the junction of Coatbridge-street and Garnkirk-street to a point on the Port-Dundas-road about two chains and a half to the northward of the junction of Garscadden-street with that road; which lands, houses, and other property are situate in the following places or some of them, that is to say:—the barony parish of Glasgow, the city parish of Glasgow, the division of the said city parish called Saint David's parish, the city of Glasgow, and the royal burgh of Glasgow, all in the county of Lanark;—

Sixthly. To shut up the existing level crossing of that portion of the undertaking of the Caledonian Railway Company known as the Glasgow Garnkirk and Coatbridge Railway, about nine chains north-westward from Gartsherrie Station, and to divert the parish road leading to the said level-

crossing by making a new road commencing at a point on the existing road about eight chains north-eastward from the said level-crossing, and passing over the said railway, and terminating at a point on the said road about six chains south-westward from the said level-crossing; and to take and acquire (for the purposes of station-accommodation, sidings, and other works) lands, houses, and other property on the south-western side of the said railway, between the existing line of the said road and the point where a road leading to Gartsherrie House is carried under the said railway about five chains south-eastward from the post indicating a distance of ninety-five miles and three-quarters from Carlisle along the Caledonian Railway Company's undertaking; which proposed new road, and the lands, houses, and other property which may be taken for the purposes thereof and for the other purposes before mentioned, will be and are situate in the parish of Old Monkland in the county of Lanark;—

Seventhly. To take and acquire (for the purposes of station-accommodation, sidings, and other works) lands, houses, and other property on both sides of that portion of the undertaking of the Caledonian Railway Company known as the Wishaw and Coltness Railway, between a point in the parish of Bothwell about twelve chains to the southward of the Holytown Passenger Station and near the mile-post indicating a distance of ninety-one miles and a quarter from Carlisle along the said undertaking and a point in the same parish about seven chains northward from the bridge by which the said railway is carried over the road leading to Burnhouse farm-stading; and also lands, houses, and other property along both sides of the Cleland Branch of the said railway, between the junction of that branch with the main line of the said railway and a point about sixteen chains south-eastward from such junction; which lands, houses, and other property are situate in the parish of Bothwell in the county of Lanark;—

Eighthly. To take and acquire (for the purposes of station-accommodation, sidings, and other works) lands, houses, and other property along both sides of the said Glasgow Garnkirk and Coatbridge Railway, between the point in the parish of Cadder where the said railway is carried over the road passing Gartcosh Station and a point in the same parish at or near the post on the said railway indicating a distance of ninety-seven miles and a quarter from Carlisle along the Caledonian Railway Company's undertaking, and near the culvert by which the Monkland Canal Feeder is carried under the said railway; which lands, houses, and other property are situate in the parish of Cadder in the county of Lanark;—

Ninthly. To shut up the existing level-crossing of the main line of the Caledonian Railway from Carlisle towards Glasgow near to and on the eastern side of the post indicating a distance of seventy-eight miles and a half from Carlisle along the said railway, and to divert the parish road leading to the said level-crossing, by widening, altering, and improving the existing parish road (leading westward from the point of junction thereof with the existing road leading to the said level-crossing) from the said point of junction about five chains south-eastward from the said level-crossing to a point about eleven chains westward from the said level-crossing, and by making a new road from a point on the road to be improved as aforesaid about nine chains westward from the said level-crossing, and passing over the said railway, and terminating at a point on the existing road leading to the said level-crossing about twelve chains north-westward from the said level-crossing; which proposed widening, alteration, and improvement of road, and new

road, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Lanark and county of Lanark;—

Tenthly. To shut up the existing level-crossing of the main line of the Caledonian Railway near the Float Cottage in the parish of Pettinain and about thirteen chains north-westward from East-field Farm-steading, and to divert the existing parish road leading to the said level-crossing, by making a new road commencing by a junction with the said existing parish road at a point about ten chains south-westward from the said level-crossing and passing over the said main line of railway, and terminating by a junction with the said existing parish road at a point about five chains north-eastward from the said level-crossing; which proposed new road, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parish of Pettinain and county of Lanark;—

Eleventhly. To make and maintain an additional line or additional lines of railway commencing by a junction with the main line of the Caledonian Railway at or near a point in the parish of Saint Mary Carlisle, at the south-eastern end of the viaduct by which the said main line is carried over the River Caldew, and terminating by a junction with the sidings on the south-western side of the said main line at or near a point in the parish of Saint Cuthbert's Carlisle, about seven and a half chains south-eastward from the bridge by which the road leading to the bridge over the River Caldew, known as the Caldew Bridge, is carried over the said main line; and also to take and acquire (for the purposes of station-accommodation, sidings, and other works) lands, houses, and other property in the said parish of Saint Cuthbert's Carlisle, lying along the north-eastern side of the said River Caldew between the last-mentioned point of termination of the said additional line or additional lines of railway and a point on the said main line about fourteen chains south-eastward from the last-mentioned point and about seven chains westward from the north-western end of the goods shed in the Caledonian Railway Company's depot; which proposed additional line or additional lines of railway, and the lands, houses, and other property which may be taken for the purposes thereof and for the other purposes before mentioned, will be and are situate in the following places or some of them, that is to say:—the parishes of Saint Mary Carlisle, and Saint Cuthbert's Carlisle, the townships of Rickergate, Caldewgate, Saint Mary within, and Botchergate, and the city of Carlisle, all in the county of Cumberland;—

Twelfthly. To take and acquire (for the purposes of station-accommodation, sidings, and other works) lands, houses, and other property in the parish of Saint Cuthbert in the county of Edinburgh, lying on the south-eastern side of the main line of the Caledonian Railway at Edinburgh and of the station there known as the Lothian-road Station, and to the northward of the streets there called Tobago-street and Castle-barns, between the said Lothian-road and the point where the said main line is carried under Tobago-street aforesaid, and also lands, houses, and other property in the said parish lying between the north-western side of the said station and Saint Cuthbert's-lane, and between the said Lothian-road and the lands occupied by and in connection with Saint Cuthbert's poor-house; which lands, houses, and other property are situate in the following places, or one or more of them, that is to say:—the parish of Saint Cuthbert, the city of Edinburgh, and the royal burgh of Edinburgh, all in the county of Edinburgh;—

Thirteenthly. To take and acquire (for the pur-

poses of station-accommodation, sidings, and other works) lands, houses, and other property lying to the westward and south-westward of the western side of the Granton Branch of the Caledonian Railway, between a point on the said Granton Branch about five chains to the northward of the bridge by which the said branch railway is carried over the turnpike-road leading from Edinburgh to Glasgow, and a point near the southern end of the viaduct by which the said Granton Branch is carried over the water of Leith; which lands, houses, and other property are situate in the parish of Saint Cuthbert and county of Edinburgh;—

Fourteenthly. To make and maintain a railway and all proper works and conveniences in connection therewith, being an extension of that part of the undertaking of the Caledonian Railway Company called the Wilsontown Branch, commencing by a junction with that branch at or near a point in the parish of Carnwath about twelve chains south-eastward from its present termination at Wilsontown, and terminating at a point in the same parish about twelve chains westward from the farm-steading of Wester Greenwell; which proposed railway 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 Carnwath and county of Lanark;—

Fifteenthly. To make and maintain a branch railway and all proper works and conveniences in connection therewith, commencing by a junction with the Castlecary Branch of the Caledonian Railway at or near a point in the parish of Cumbernauld about eight chains north-westward from the farm-steading of Lenzie Mill, and terminating at or near a point in the parish of New Monkland about two and a half furlongs south-eastward from the farm-steading of Luckenburn; which proposed branch railway 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 Cumbernauld in the county of Dumbarton, and in the parish of New Monkland in the county of Lanark;—

The extent of the lands, houses, and other property proposed to be taken as aforesaid for the purposes of station-accommodation, sidings, and other works, will also be shewn and described on the plans to be deposited as hereinafter mentioned;—

To improve and enlarge the Company's existing stations, depôts, sidings, and other works, at Lothian-road Edinburgh, Buchanan-street Glasgow, Greenock, Port-Glasgow, Paisley, Langbank, Gartsherrie, Holytown, Gartcosh, Coltbridge, and Carlisle;—

To deviate, in the construction of the railways, roads, and other works before mentioned, from the lines and levels delineated on the plans and sections intended to be deposited as hereinafter mentioned, to such an extent as will in each case be shewn 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 railways, roads, and other works hereinbefore mentioned, or any of the works and conveniences connected therewith;—

To stop up and to use or sell the site of any portions of road, footpath, railway, or other works which may be otherwise provided for or rendered unnecessary by the construction of any of the before-mentioned railways, roads, or other works; and to declare any portions of road which may be made or substituted in lieu of any portions of turn-

pike or public road which may be abandoned, or the site whereof may be taken or sold by the Company, to be turnpike or public roads respectively, and to be maintainable and repairable by the trustees or other persons by whom the portions of road so abandoned, or taken, or sold, were respectively maintainable and repairable; and to make provision for the maintenance and repair thereof accordingly, and for assessing, levying, and applying tolls, rates or charges for these purposes by the trustees or other persons so to be made liable for such maintenance and repair, and for exempting such trustees and other persons from their liability to maintain and repair the portions of road so abandoned, or taken, or sold;—

To purchase, compulsorily and otherwise, all or any of the lands, houses, and other property delineated on the plans and described in the books of reference thereto to be deposited as hereinafter mentioned; and to vary or extinguish all existing rights and privileges connected with such lands, houses, and other property, or other rights and privileges which may in any way interfere with the execution of the said works, or with any of the other objects or purposes specified in this Notice; and generally to vary or extinguish rights and privileges, whether connected with any adjoining lands, or conferred by any of the provisions of the Acts relating to the Company, or otherwise, and whether specified in this Notice or not; and to confer all rights and privileges necessary or expedient for effecting the objects and purposes aforesaid, or any of them, or in relation thereto; as also to convey passengers, goods, and other traffic on the said proposed railways, and to levy tolls, rates, and charges for the use thereof and of the relative works, and for the conveyance of such traffic; and to confer certain exemptions from the payment of such tolls, rates and charges, and to exercise all other usual and necessary powers;—

To purchase and hold an additional quantity of land for extraordinary purposes;—

To enable the 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 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, roads, 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, contracts, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes;—

To apply any of the funds of the Company which they now have or may receive, or have power to raise, towards the construction of the said proposed railways, roads, and other works, and the acquisition of the said lands, houses, and other property; and also to enable the Company to raise money 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 Company, and subject, as regards preference shares or stock, to such powers of redemption (by the substitution of

ordinary shares or stock to be created under the powers of the said Bill or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond or cash credit, and to fund or issue debenture stock in lieu of the money so borrowed or authorised to be borrowed;—

To amend, for the aforesaid and other purposes, "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 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty.

And notice is hereby given, that duplicate plans and sections, describing the lines, situation, and levels of the railways and roads proposed to be executed as aforesaid, 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 several before-mentioned works, and also duplicate plans describing the lands, houses, and property intended to be taken as aforesaid for the purposes of station-accommodation, sidings, and other works, together with books of reference to such several plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses and property, and published maps with the proposed lines of railway delineated thereon so as to show their general course and direction, and copies of this Notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November instant, be deposited for public inspection in the offices at Greenock and Paisley respectively of the principal Sheriff-Clerk of the county of Renfrew; in the offices at Glasgow, Airdrie, Hamilton, and Lanark, respectively, of the principal Sheriff-Clerk of the county of Lanark; in the office at Edinburgh of the principal Sheriff-Clerk of the county of Edinburgh; in the office at Dumbarton of the principal Sheriff-Clerk of the county of Dumbarton; and in the office at Carlisle of the Clerk of the Peace for the county of Cumberland; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes and royal burghs 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 as follows, that is to say:—as respects each such parish as is situate in Scotland, with the schoolmaster, or if there be no schoolmaster, with the Session-Clerk of such parish, at the usual place of abode of such schoolmaster or Session-Clerk; as respects each such parish as is situate in England, with the parish clerk of such parish at his usual place of abode; and as respects the said royal burghs of Glasgow and Edinburgh, with the respective Town-Clerks of those royal burghs, at their offices in Glasgow and Edinburgh respectively.

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

Hope and Mackay, W.S., Edinburgh.
Grahame & Wardlaw, 30, George Street, Westminster.

In Parliament—Session 1865.

Bolton Municipal Boundaries.

(Extension of Municipal Borough, and Limits of Improvement—Extension of Improvement and other Powers to Extended Limits—Further Police Regulations—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 alter and extend the Municipal Boundary of the Borough of Bolton, in the county of Lancaster, and to include within those boundaries the following districts, parishes, and places, or some of them, that is to say : so much of the several townships, districts, or places of Great Lever, in the parish of Middleton, Farnworth, Rumworth, Middle Hulton, Over Hulton, Heaton, and Halliwell, in the parish of Deane, Sharples, Sharples Lower End, Little Bolton Higher End, Turton, Harwood, Breightmet, Tong-with-Haulgh, Darcy Lever, and Little Lever, in the parish of Bolton-le-Moors, all in the county of Lancaster, as is comprised within a circle having for its centre the lamp pillar in or near the middle of the New Market-place of the borough of Bolton, and a radius of two miles in length from such centre.

To divide the said borough, according to its extended boundary, into wards, or to appropriate and apportion to the existing wards the extended limits, to alter the number of aldermen and councillors, to apportion them to their respective wards, to vest the property of the present Corporation in the Corporation of the Borough as so extended, to authorise the levying of a borough rate and of any other rates on the extended limits which by virtue of the Acts relating to municipal corporations, or by the Acts hereinafter referred to, the mayor, aldermen, and burgesses of the borough can or may levy; and to make all other regulations necessary or expedient for effecting such alteration of limits, and boundaries, and to authorise the said mayor, aldermen, and burgesses to put in force within the borough as altered all such powers as by the Acts relating to Municipal Corporations, or the existing Acts relating to the borough, can be put in force in the present borough of Bolton.

To alter the limits within which the Acts local and personal, namely—the Bolton Improvement Act, 1854, the Bolton Improvement Act, 1861, and the Bolton Improvement Act, 1864, in this Notice called the Improvement Acts, are by such Acts authorised to be put in force for certain purposes, and to alter or extend such limits, so that the limits within which for such purposes the powers of the said Acts and of the intended Bill and of any Bill to be passed in the ensuing session of Parliament may be put in force, may be the same as the limits of the Municipal Borough as intended to be extended by the said Bill, and as hereinbefore more particularly described; to make provision for the more effectual paving, lighting, cleansing, sewerage, draining, watching, regulating and improving of the districts intended to be included in the same new limits, to authorise the levying of rates and assessments upon the owners and occupiers of property within the districts so intended to be included; to alter the rates and assessments, tolls and duties, authorised to be levied or received by the before-mentioned Acts or any of them, or to abolish or repeal such rates, tolls, and duties, and grant other rates, tolls, and duties instead thereof; to grant to the parts of the intended borough not at present included in the Municipal Borough exemptions from payment of county rates and highway district and other rates within the townships, districts, and parishes in which they are now situate.

To extend and apply wholly or partially to the extended limits of the borough the Public Health Act, 1848, the Local Government Act, 1858, and the Supplemental Acts, and to transfer by the said intended Bill wholly or partially the powers, authorities, duties, property, and liabilities of any local board of any district created under the Local Government Act, 1858, which shall be wholly or partly comprised within the limits of the Municipal Borough as extended by the Bill.

To alter so far as relates to the Borough of Bolton the Act passed in the sixth and seventh years of the reign of King William the Fourth, intitled "An Act to make temporary provision for the boundaries of certain Boroughs," and the Act of the fifth and sixth years of his said Majesty to provide for the regulation of Municipal Corporations in England and Wales; also to alter and amend the Bolton Improvement Acts, or any of them, and to vary and extinguish exemptions from payment of rates, and vary and extinguish other rights and privileges.

To make provision for the better police regulation of the said borough; for extending to streets and places not being public thoroughfares the provisions as to nuisances, &c.; for preventing the defacing of walls and fences by placards or writing; the hanging of linen in streets; for preventing obstructions and annoyances in the public thoroughfares and the footpaths thereof; and for giving further powers as to brokers, pawnbrokers, articles found, stolen or unlawfully obtained; and as to places of public resort, disorderly houses, the removal of furniture, and the firing of chimneys; for punishing disorderly conduct in streets, abusive language, and improper use of water; and for giving further powers to police-constables with regard to the apprehension, detention, and letting out on bail of offenders and suspected persons, and generally for extending to the borough all such powers and provisions as may be necessary for the good order and government of the borough, and for imposing penalties for offences.

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.

Rushton and Armitstead,

Robt. G. Hinnell, Town Clerk,

Solicitors for the Bill.

Whitehaven Junction Railway and Cockermouth and Workington Railway.

(Powers to the Whitehaven Junction Railway Company to take on Lease the Cockermouth and Workington Railway; To raise additional Capital by Preference Shares or otherwise; Amendment of Acts.)

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

To enable the Cockermouth and Workington Railway Company to grant, and the Whitehaven Junction Railway Company (hereinafter called "the Company") to accept a lease or a transfer of the undertaking, lands, railway, works, plant, property, and effects of the said Cockermouth and Workington Railway Company, and all the rights, powers, and privileges, duties and liabilities, of whatever nature, connected therewith; and to enable the Company to hold, exercise, and enjoy all such lands, railway, works, plant, property, and effects, and all such rights, powers, privileges, duties, and liabilities.

And power will be taken in the said intended Act to raise additional capital by the creation of new shares or stock, or by means of debenture

shares or stock, with or without such preference or priority in the payment of interest and dividends, as may be expedient or may be agreed upon; or by means of borrowing on mortgage or bond, for carrying into effect the purposes of the said intended Act, and also to enable the Company to guarantee payment of the principal and interest of any moneys which have been or may be raised or borrowed by the Cockermouth and Workington Railway Company, under the provisions of the Acts relating to that Company, or otherwise.

To authorise the Company to enter into all agreements or contracts which may be necessary for carrying into effect all or any of the purposes aforesaid, and also to ratify and confirm all such agreements or contracts; to levy tolls, rates, and duties, or to alter the existing tolls, rates, or duties, and to confer, vary, or extinguish any exemptions from the payment of such tolls, rates, and duties, or other rights and privileges.

And with the said intended Act will be incorporated such provisions as may be necessary 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 in the said intended Act power will also be taken to amend and enlarge, or to repeal, so far as may be necessary for the aforesaid purposes, the following Acts (local and personal) or some of them, relating to the said Cockermouth and Workington Railway Company, that is to say, 8 and 9 Vic. cap. 120; 9 and 10 Vic. cap. 38; and 26 and 27 Vic. cap. 42.

And also the following Acts (local and personal) or some of them, relating to the Company, that is to say, 7 and 8 Vic. cap. 64; 11 and 12 Vic. cap. 80; 11 and 12 Vic. cap. 91; 17 Vic. cap. 24; and 21 and 22 Vic. cap. 127.

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

Dated this tenth day of November, 1864.

Lumb and Howson, Solicitors, Whitehaven.
Holmes and Co., Parliamentary Agents,
Westminster.

North-Eastern Railway.

Gilling, Helmsley, and Pickering Branch.

(Power to Construct Railways between Gilling, Helmsley, and Pickering; Additional Capital; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application will be made to Parliament in the next session for an Act to enable the North-Eastern Railway Company, hereinafter called "the Company," to make and maintain the railways following, with all proper stations, works, conveniences, and approaches connected therewith, that is to say:—

First.—A railway commencing in the township of Cawton and parish of Gilling, in the North Riding of the county of York, by a junction with the Thirsk and Malton Branch of the North-Eastern Railway, at a point about 570 yards west of and measured from the centre of a road called Carr-lane, where that road crosses the said branch on the level, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say—Gilling, Cawton, Stonegrave, East Newton and Laysthorpe, Oswaldkirk, West Newton Grange, Nunnington, East Newton, Laysthorpe, Harome, Helmsley, Rye, Kirkdale,

Beadlam, Nawton, Wombledon, Welburn, Welburn and Skiplam, Kirby Moorside, otherwise Kirkby Moorside, Keldholme, Edston, Little Edston, Great Edston, Appleton-le-Moor, Hutton-le-Hole, Lastingham, Rosedale West, Spaunton, Marton, Sinnington, Wrelton, Aislaby, Middleton, and Pickering, all in the said North Riding, and terminating in the township and parish of Pickering, in the said North Riding, by a junction with the Whitby and Pickering Branch of the North-Eastern Railway, at a point distant about 172 yards in a northerly direction from the platform entrance to the passengers booking office at the Pickering station.

Secondly.—A railway commencing in the township of Cawton, and parish of Gilling aforesaid, by a junction with the said Thirsk and Malton branch, at a point about 352 yards east of and measured from the centre of Carr-lane aforesaid, where it crosses that branch on the level, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Gilling, Cawton, and Stonegrave, all in the said North Riding, and terminating in the township of Cawton and parish of Gilling aforesaid by a junction with the said first proposed railway on the south side of a field belonging to and occupied by Richard Hicks, adjoining the township of Stonegrave, and being the second field south of Hole Beck.

And in such intended Act powers will be sought to cross on the level, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, streets, and other roads, rivers, streams, canals, navigations, railways, tramroads, and other works within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across or over, or under, or to divert, alter, or stop up, or interfere with, for the purposes of such proposed railways and works, or any of them, and to appropriate the sites thereof respectively to the use of the company and purposes of their undertaking, and to purchase, by compulsion or otherwise, all or any of the lands and houses situate in the before mentioned parishes, townships, extra-parochial and other places, and delineated on the plans to be deposited as hereinafter-mentioned, and any other lands which may be required for the purposes of the said proposed railways and works, or for extraordinary purposes connected therewith, and to alter, vary, or extinguish all existing rights, privileges, and exemptions connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed railways and works, and to confer, vary, or alter other rights, privileges, and exemptions, and also powers to levy tolls, rates, and duties for or in respect of the use of the said proposed railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

And it is also proposed by such intended Act to authorize the Company to apply any monies which they have raised or are authorized to raise under their other Acts of Parliament, and to raise, by the creation of new shares or stock, and by borrowing further sums of money for the purposes of the said intended Act, and to authorize the assigning to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise, over, or pari passu with, all or any other classes or class of shares or stock in the Company as may be agreed upon, or as may be

provided by or under the provisions of such intended Act.

And it is also proposed by the said intended Act to confer further powers upon the Company for or with reference to the sale of their superfluous lands, and to extend the periods limited by their several Acts, or some of them, for that purpose.

And notice is hereby further given, that on or before the 30th day of November instant duplicate plans and sections of the said proposed railways and works, together with a book of reference to such plans, and a published map, whereon will be defined the general course and direction of each of the said proposed lines of railway, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton, in the said North Riding. And that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference, as relates to each parish, or extra-parochial place, in or through which the said proposed railways and works are intended to be made, and also a copy of this Notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and as regards any extra-parochial place with the clerk of some adjoining parish, at his place of abode.

And it is also proposed 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), 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., cap. 134; 22 and 23 Vic., caps. 10, 91, and 100; 24 and 25 Vic., caps. 135 and 141; 25 and 26 Vic., caps. 85, 120, 145, 146, and 154; 26 and 27 Vic., caps. 122, 221, and 238; 27 Vic., cap. 20; and 27 and 28 Vic., caps. 49, 55, and 67, and the several Acts in such Acts respectively, or any of them, recited or referred to, and any other Acts relating to the Company, or to any railway now belonging to, or held, or used by them.

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

Dated this 10th day of November, 1864.

Richardson, Gutch, and Co.,

Solicitors, York.

Caledonian Railway.

Branch to Dumfries and Lockerby Railway.
(Construction of Branch Railway from the Caledonian Railway, near Dalmakeddar to the Dumfries, Lochmaben, and Lockerby Junction Railway; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to empower the Caledonian Railway Company to make and maintain a branch railway, and all proper stations, approaches, roads of access, and other works and conveniences in connection therewith; which branch railway is intended to commence by a junction with the main line of the Caledonian Railway, at or near a point in the parish of Applegarth and county of Dumfries, about thirteen chains westward from the farm-stead of Dalmakeddar, and to terminate by a junction with the Dumfries, Lochmaben, and Lockerby Junction Railway, at or near a point in the parish of Tinwald and county of Dumfries, about twenty-two chains south-westward from the booking-office of the Shielhill Station on that railway; which proposed branch railway, and

works connected therewith, and the lands, houses, and other property which may be taken under the powers of the said Bill, will be, and are situate in the parishes of Applegarth, Johnstone, Kirk-michael, and Tinwald, or some of them, all in the county of Dumfries.

And notice is further given, that duplicate plans and sections, describing the line, situation, and levels of the said proposed branch railway, and the lands, houses, and other property through which the same is intended to be made, and within the limits of deviation as defined on the said plans, and which may be required to be taken for the purposes of the said works, together with 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 line of the proposed branch railway delineated thereon so as to shew its general course and direction, and a copy of this notice as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the office at Dumfries of the principal sheriff-clerk of the county of Dumfries; 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 30th 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 railway, from the line and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said branch railway or any of the works and conveniences connected therewith.

And it is further intended by the said Bill to empower the Caledonian Railway Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid; to convey passengers, goods, and other traffic on the said branch railway; to levy tolls, rates, and charges for the use of the said branch railway and relative works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is further intended by the said Bill to empower the Caledonian Railway Company, and the owners of and other parties interested in the lands, houses, and other property required for the said proposed branch railway and other works, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under legal disability or not, to contract and agree with each other for the acquisition by the said Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual, or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and

rights and privileges which may affect, or be affected by the construction, maintenance, or use of the said proposed branch railway and other works; and for the use of the said branch railway, and other lines of railway communicating therewith; and as to the tolls, rates, and charges to be levied thereon 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 authorised 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 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th 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 23rd day of December next.

Dated this 1st day of November, 1864.

Hope and Mackay, W.S., Edinburgh.

Grahames and Wardlaw, 30, Great George-street, Westminster.

Caledonian, and Scottish Central Railway Companies.

(Amalgamation; Arrangements between Amalgamated Company and other Companies; Mutual Running Powers and Facilities; Amendment and 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 effect or to authorize and provide for the union and amalgamation from and after such period, and upon such terms and conditions as may have been or may hereafter be agreed upon, or as may be fixed and determined in and by or under the provisions of the said Bill of the Caledonian Railway Company and the Scottish Central Railway Company into one Company, by dissolving the Scottish Central Railway Company, and constituting the shareholders in that Company shareholders in the Caledonian Railway Company; and for vesting in the Caledonian Railway Company the undertaking of the Scottish Central Railway Company, and all their property and effects, together with their

interest in and with respect to other railway undertakings, ferries, roads, stations, and works, and their rights, powers, and privileges of what nature or kind soever, and whether with reference to the management, maintenance, working, and use of their undertaking, the raising and borrowing of monies, the purchasing of lands and houses by compulsion or agreement, the construction or completion of works, the fixing and levying of tolls, rates, and charges, the acquiring, leasing, managing, maintaining, working, using, subscribing to, or holding shares in or debts affecting other lines of railway, railway stations or works, ferries or roads, or providing plant and rolling-stock or otherwise, including any works, property, effects, and interests which may become vested in the said Scottish Central Railway Company, or which they may be authorized to construct and acquire, and any rights, powers, and privileges which may be conferred on them in virtue of any Act or Acts which may be passed in the ensuing session of Parliament, but subject in so far as not otherwise provided by the said Bill, to their debts and liabilities, and to the contracts, agreements, arrangements, and obligations entered into or liable to be performed by them.

And it is intended by the said Bill to make provision for regulating, fixing, and determining the amount of the capital stock and other share capital of such united Company, and the number and nominal value of the shares or respective classes of shares therein, and to alter, regulate, fix, and determine the rights, privileges, preferences, and priorities of the several classes of stock and shares and of shareholders of the said existing Companies, in the capital stock, and other share capital of the united Company.

And it is intended by the said Bill to regulate and fix the amount of mortgage, bond, and funded debt, and debenture stock of such united Company and of the said existing Companies, and to regulate the rights, privileges, preferences and priorities of the holders of such mortgage, bond, and funded debt, and debenture stock, and of the other creditors of the said Companies respectively in and upon the undertaking and funds of the united Company.

And it is intended by the said Bill to provide that the tolls, rates, and charges, and other revenue and income of the united Company after deduction of all expenses and charges incurred in relation to the working, use, management, and maintenance of the undertaking of the united Company, and all interests, annuities, rents, guaranteed and preference dividends, share of surplus profits payable to other Companies, rates, taxes, duties, and other annual burdens or claims payable in respect thereof, shall be divided amongst the classes of shareholders in the said united Company representing the holders of the ordinary stock or share capital of the said existing Companies respectively, in such proportions and with such priorities as may have been or may be agreed upon between the said existing Companies, or as may be defined and settled in or provided for by the said Bill.

And it is intended by the said Bill to provide, if thought expedient, for the appointment of a Board of Directors for the management of the united Company, and to regulate the qualification of shareholders to vote, and the scale and mode of voting by shareholders at all meetings of the united Company, or of any classes of the shareholders thereof, and to make other provisions for regulating the management and proceedings of the united Company and of the directors and shareholders thereof.

And it is intended by the said Bill, so far as necessary or expedient, to alter the tolls, rates, and charges now leviable by the said existing Com-

panies respectively or by one of them, and to enable the said united Company to levy the same or lower or higher tolls, rates, and charges; and to confer, vary, and extinguish exemptions from payment of such existing and proposed tolls, rates, and charges, or some of them:

And it is intended by the said Bill to vary or extinguish such of the powers, rights, privileges, preferences and priorities of the Glasgow, Garnkirk, and Coatbridge Railway Company, the Clydesdale Railway Guaranteed Company, the Greenock Railway Guaranteed Company, the Wishaw Railway Guaranteed Company, the Glasgow, Barrhead, and Neilston Direct Railway Company, the Lesmahagow Railways Guaranteed Company, the Hamilton and Strathaven Railway Company, the Dumfries, Lochmaben, and Lockerby Junction Railway Company, the Greenock and Wemyss Bay Railway Company, the Busby Railway Company, the General Terminus and Glasgow Harbour Railway Company, the Monkland Railways Company, the Edinburgh and Glasgow Railway Company, the Dunblane, Doune, and Callander Railway Company, the Forth and Clyde Junction Railway Company, the Crieff Junction Railway Company, the Lancaster and Carlisle Railway Company, the Lancaster and Preston Junction Railway Company, the Maryport and Carlisle Railway Company, the Solway Junction Railway Company, the Castle-Douglas and Dumfries Railway Company, the Portpatrick Railway Company, the Glasgow and South-Western Railway Company, the North-Eastern Railway Company, the London and North-Western Railway Company, the Midland Railway Company, the North British Railway Company, the Scottish North-Eastern Railway Company, the Dundee and Perth and Aberdeen Railway Junction Company, the Dundee and Newtyle Railway Company, the Inverness and Perth Junction Railway Company, the Caledonian Railway Company and the Scottish Central Railway Company respectively, and of the several classes of guaranteed, preference, and other shareholders therein, and of the holders of mortgages, bonds, funded debt, and debenture stock thereof; and of any other Companies and persons, whether secured by Act of Parliament, deed, agreement, or otherwise, as would anywise interfere with the proposed union and amalgamation of the said two first-named Companies, or with any of the powers to be conferred on the united Company, or with any of the other provisions of the said Bill, and to confer, vary, and extinguish other powers, rights, privileges, preferences, and priorities.

And it is intended by the said Bill to make provision for facilitating the interchange and conveyance of traffic between and over the railways of the said united Company and the railways and canals of the other Companies before named respectively, and also of the Great Northern Railway Company, the North-Western Railway Company, the Kendal and Windermere Railway Company, the Eden Valley Railway Company, the Lancashire and Yorkshire Railway Company, the Devon Valley Railway Company, the Perth Almond Valley and Methven Railway Company, the Crieff and Methven Junction Railway Company, the Kirkcudbright Railway Company, the Leadburn Linton and Dolphinton Railway Company, the Edinburgh and Bathgate Railway Company, the Blane Valley Railway Company, the Glasgow and Milngavie Junction Railway Company, the City of Glasgow Union Railway Company, and the Company of Proprietors of the Forth and Clyde Navigation, or some of the said railways and canals or some parts thereof, and for the running over and use by the said united Company, with and by their engines and carriages, officers and servants of the railways, canals, stations, and other works belonging to or

under the control of the several other Companies hereinbefore named and referred to, or some or one of them respectively, or some parts thereof; and for the running over and use by such other Companies respectively, or some or one of them, with and by their respective engines and carriages, officers and servants of the railways, stations, and other works belonging to or under the control of the said united Company or some parts thereof, and for the alteration, fixing, collection and apportionment of the tolls, rates and charges leviable in respect of such conveyance or use; to empower the united Company and the several other Companies before named and referred to respectively, or some one or more of them, to enter into agreements with each other in relation to the said several matters or some of them, and to confirm certain agreements which have been or may be entered into between certain of the said Companies in relation thereto.

And it is intended by the said Bill, so far as necessary or expedient for the purposes thereof, to amend and enlarge, or to repeal and re-enact and consolidate, with such amendments as may be expedient, all or some of the powers and provisions of the several Acts relating to the Caledonian Railway Company, the Scottish Central Railway Company, and the several other Companies hereinbefore named or referred to, and to their respective undertakings, and to the joint line of Railway between Glasgow and Paisley, and the stations at Bridge-street and Sighthill, Glasgow, at Paisley, at Carlisle, at Perth, at Stirling, at Dunblane, at Crieff Junction, at Greenhill, at Lambert, and at Morningside, and elsewhere in which the said two first-named Companies are respectively interested—that is to say (local and personal), 10 Geo. 3rd., cap. 105; 30 Geo. 3rd., cap. 73; 48 Geo. 3rd., cap. 46; 53 Geo. 3rd., cap. 75; 57 Geo. 3rd., cap. 56; 59 Geo. 3rd., cap. 29; 1 and 2 Geo. 4th., cap. 122; 4 Geo. 4th., cap. 18; 7 Geo. 4th., caps. 45, 101, and 103; 7 and 8 Geo. 4th., cap. 88; 10 Geo. 4th., caps. 72 and 107; 11 Geo. 4th., caps. 60, 62, and 125; 1 and 2 Wm. 4th., caps. 58 and 60; 2 Wm. 4th., cap. 69; 2 and 3 Wm. 4th., cap. 92; 4 Wm. 4th., cap. 41; 5 Wm. 4th., cap. 30; 5 and 6 Wm. 4th., cap. 31; 6 Wm. 4th., caps. 32, 34, 51, and 81; 6 and 7 Wm. 4th., caps. 102 and 111; 7 Wm. 4th., caps. 22 and 24; 1 Vic., caps. 22, 25, 68, 100, 105, 116, 117, and 118; 1 and 2 Vic., caps. 23 and 60; 2 and 3 Vic., caps. 55 and 58; 3 Vic., caps. 14 and 53; 3 and 4 Vic., caps. 4, 107, and 123; 4 Vic., caps. 5, 7, 11, and 25; 4 and 5 Vic., caps. 44, 54, 55, and 59; 5 Vic., session 2, caps. 29, 41, 80, and 83; 6 Vic., cap. 8; 6 and 7 Vic., caps. 4, 49, 55, and 63; 7 Vic., caps. 16, 21, 27, 34, and 37; 7 and 8 Vic., caps. 3, 18, 59, 60, 61, 66, 82, 87, and 98; 8 Vic., cap. 3; 8 and 9 Vic., caps. 31, 32, 34, 35, 36, 37, 38, 39, 43, 44, 49, 54, 56, 57, 58, 83, 84, 90, 92, 95, 101, 103, 104, 105, 109, 111, 112, 123, 148, 153, 156, 157, 160, 162, 163, 166, 170, 171, 172, 181, 192, and 198; 9 Vic., caps. 11, 51, 58, 59, 60, 65, 66, and 67; 9 and 10 Vic., caps. 71, 75, 77, 78, 80, 81, 82, 88, 89, 92, 95, 96, 102, 130, 133, 142, 143, 147, 149, 152, 153, 154, 156, 157, 163, 164, 182, 184, 185, 188, 192, 193, 201, 202, 203, 204, 206, 207, 211, 212, 228, 229, 231, 232, 233, 235, 241, 242, 243, 244, 247, 248, 249, 254, 255, 257, 259, 261, 262, 263, 264, 265, 266, 269, 271, 272, 276, 277, 282, 300, 301, 302, 306, 309, 310, 311, 312, 314, 322, 323, 324, 326, 328, 329, 330, 331, 332, 334, 340, 354, 359, 368, 369, 378, 379, 380, 381, 384, 390, 394, 395, and 396; 10 Vic., caps. 22, 23, and 24; 10 and 11 Vic., caps. 39; 73, 75, 82, 83, 89, 90, 95, 103, 105, 106, 107, 113, 114, 117, 118, 120, 121, 122, 125, 131, 132, 133, 134, 135, 139, 140, 141, 142, 143, 146, 148, 150, 159, 161, 163, 164, 166, 168, 169, 172, 178,

183, 188, 191, 210, 214, 215, 216, 218, 219, 221, 228, 236, 237, 240, 245, 246, 270, 272, 278, 286, 287, 288, 289, and 294; 11 and 12 Vic., caps. 21, 22, 24, 26, 41, 52, 53, 54, 55, 56, 57, 58, 60, 62, 67, 68, 71, 72, 73, 78, 81, 84, 88, 114, 115, 116, 118, 121, 127, 129, 130, 131, 134, 148, 154, and 160; 12 and 13 Vic., caps. 19, 27, 39, 43, 50, 58, 60, 67, 71, 74, 81, 84, 86, 87, and 90; 13 and 14 Vic., caps. 27, 36, 38, 39, 53, 61, 72, 78, 83, 94, 95, and 99; 14 Vic., caps. 28 and 39; 14 and 15 Vic., caps. 45, 46, 47, 55, 56, 57, 62, 63, 84, 85, 88, 89, 94, 99, 113, 114, and 134; 15 Vic., caps. 36, 37, 45, 57, 83, 96, 98, 105, 109, and 114; 15 and 16 Vic., caps. 127, 132, 135, and 144; 16 Vic., cap. 33; 16 and 17 Vic., caps. 52, 60, 82, 83, 90, 97, 101, 108, 109, 110, 125, 136, 145, 149, 151, 152, 157, 160, 161, 163, 188, 205, 211, 216, and 222; 17 Vic. caps. 58, 59, and 73; 17 and 18 Vic., caps. 57, 117, 146, 155, 156, 164, 184, 201, 204, and 211; 18 Vic., cap. 56; 18 and 19 Vic., caps. 79, 91, 96, 97, 124, 127, 129, 158, 172, 190, and 194; 19 and 20 Vic., caps. 52, 54, 69, 98, 99, 106, 113, 114, 123, 134, and 136; 20 and 21 Vic., caps. 19, 33, 34, 40, 46, 64, 78, 91, 98, 108, 123, 124, 128, 129, 134, 138, 149, 151, and 161; 21 Vic., caps. 13, 14, and 15; 21 and 22 Vic., caps. 14, 64, 65, 66, 73, 75, 106, 109, 113, 115, 116, 117, 122, 128, 130, 131, 134, and 143; 22 Vic., cap. 35; 22 and 23 Vic., caps. 1, 2, 3, 5, 10, 14, 18, 24, 29, 32, 34, 40, 73, 83, 88, 91, 96, 100, 110, 113, 124, 126, 127, 129, 130, 134, and 136; 23 Vic., caps. 44, 52, 65, 66, 67, 72, 77, 79, 83, 87, 91, and 97; 23 and 24 Vic., caps. 120, 140, 144, 145, 159, 168, 178, 195, and 198; 24 and 25 Vic., caps. 34, 35, 36, 37, 50, 57, 63, 66, 70, 72, 84, 86, 96, 101, 102, 106, 110, 114, 123, 128, 130, 131, 135, 139, 141, 157, 163, 166, 177, 186, 195, 198, 200, 201, 202, 205, 208, 214, 223, 226, 228, 229, 230, and 248; 25 Vic., caps. 1, 35, 40, 47, 48, 49, and 51; 25 and 26 Vic., caps. 54, 55, 64, 66, 78, 80, 81, 85, 90, 91, 97, 98, 100, 104, 106, 112, 118, 120, 121, 135, 136, 137, 138, 142, 145, 146, 148, 154, 160, 171, 173, 176, 181, 189, 194, 198, 200, 208, and 209; 26 Vic., caps. 5, 10, 14, 24, 25, 26, 38, 47, 58, and 61; 26 and 27 Vic., caps. 74, 122, 124, 147, 148, 149, 157, 177, 182, 183, 187, 191, 194, 195, 213, 217, 221, 223, 226, 231, 237, and 238; 27 Vic., caps. 20 and 32; and 27 and 28 Vic., caps. 49, 55, 60, 62, 67, 71, 81, 82, 83, 84, 100, 111, 115, 124, 132, 158, 164, 173, 189, 194, 196, 202, 214, 226, 230, 231, 242, 243, 245, 250, 263, 270, 271, 273, 279, 286, 288, 290, 292, 296, 317, 318, and 323; and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies and undertakings or works, or any other Company or body who or whose property and interests may be affected by any of the powers or provisions of the said Bill.

And notice is hereby given, that on or before the 23d day of December next, printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons.

Dated this 3d day of November, 1864.

Hope and Mackay, W.S., Edinburgh.

Grahames and Wardlaw, 30, Great George-street, Westminster.

Cambrian Railways.—Aberystwith and Welsh Coast Railway Amalgamation.

(Amalgamation, Sale, or Lease of Aberystwith and Welsh Coast Railway with or to the Cambrian Railways Company—Arrangements in Capital and otherwise—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to vest, or to authorise or

provide for the vesting, in the Cambrian Railways Company, by amalgamation, purchase, and sale or lease, of the undertaking, railways, works, lands, buildings, tenements, hereditaments, and estate, real and personal, powers, rights, and privileges, of the Aberystwith and Welsh Coast Railway Company, or any of them, or any part thereof respectively, upon such terms and conditions as may be mutually agreed upon between the two Companies, and specified in, or authorized, or prescribed by the intended Act, and to dissolve or provide for the dissolution of the Aberystwith and Welsh Coast Railway Company.

And it is proposed by the intended Act to authorise the said Companies, or either of them, to make such arrangements with reference to their respective capital, stocks, shares, and mortgages as they may find necessary or convenient for carrying the purposes of the Act into execution, and to confer such advantages by guaranteeing dividends or interest, or attaching preference or priority of payment or other privileges to any one or more of the classes of shares or stock in the capitals of both or either of them, or to any of the mortgages of the said Companies, or either of them, as they may think proper, and to authorise such Companies, or either of them, or the amalgamated Company, to create new, ordinary, guaranteed, or preference shares or stock, and to dispose of the same as they may think fit, and to raise further sums of money by all or any of the shares or stock to be so created, and by mortgage or otherwise, and to convert all or any part of the mortgage debt of the said Companies, or any or either of them, into debenture stock, and to alter existing tolls, rates, duties, and charges, and to levy new new 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 alter or extinguish all existing rights and privileges which would or might in any way prevent or interfere with any of the objects of the Act being fully effected, and to confer other rights and privileges, and to authorise the Cambrian and Aberystwith and Welsh Coast Railway Companies respectively to enter into such agreements or arrangements as they may think necessary or proper for effecting all or any of the objects aforesaid, and to confirm any such agreements or arrangements as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to alter, amend, or repeal all or some of the provisions of the several local and personal Acts following, or some of them, that is to say:—27 and 28 Vic., caps. 97, 147, 161, 262, and 263, relating to the Cambrian Railways Company; 24 and 25 Vic., cap. 81; 25 and 26 Vic., caps. 176 and 212; 26 and 27 Vic., caps. 141 and 179; 27 and 28 Vic., cap. 147, relating to the Aberystwith and Welsh Coast Railway Company.

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,
Solicitors for the Bill.

Pritt, Sherwood, Venables, and Grubbe,
7, Great George Street, Westminster,
Parliamentary Agents.

Ilfracombe Railway.

(Carrying out provisions of the Ilfracombe Railway Act, 1864—Joint or other ownership by the Devon and Somerset and London and South Western Railway Companies, and provisions as to construction, management, and working of the Ilfracombe Railway by those Companies—Further money powers to the two Companies—Amendment of Acts and other matters).

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 an Act for all or some of the purposes.

1. To give effect to the provisions of section 60 of the Ilfracombe Railway Act, 1864, and the heads for an arrangement between the Ilfracombe Railway Company (hereinafter called the Ilfracombe Company), the Devon and Somerset Railway Company (hereinafter called the Devon and Somerset Company), and the London and South-Western Railway Company (hereinafter called the South-Western Company), set out in the schedule to, and confirmed by the Act.

2. To enable the South-Western Company and the Devon and Somerset Company to become owners of, or to work and manage the Ilfracombe Railway, either jointly or severally, and either upon equal terms or otherwise, and on terms and conditions agreed upon between those Companies (hereinafter called the two Companies) or between the two Companies and the Ilfracombe Company, or prescribed by the intended Act, to exercise all or some of the powers and privileges of the Ilfracombe Company, under the Ilfracombe Railway Act, 1864.

3. To prescribe the number of lines with which, and the gauge or gauges, upon which the Ilfracombe Railway, or parts thereof, shall be constructed, and to exclude or modify the operation of the Act for regulating the gauge of railways with respect to the railway or parts thereof.

4. To authorise and require the connection of the rails on the broad gauge to be laid down on the railway, with the rails of like gauge to be laid down on the Devon and Somerset Railway, and to prescribe the time and mode of making the connection, and to make provision for the working of the two railways continuously, as if they were one railway.

5. To make corresponding provisions with reference to the narrow gauge rails on the Ilfracombe Railway and the London and South-Western Railway respectively, and the working thereof continuously.

6. To authorise and require the two companies respectively to provide the capital for the Ilfracombe Railway, and for the joint undertaking under the intended Act, and all monies payable under the intended Act to the Ilfracombe Company, and other parties, and either in equal moieties, or in such other proportions, at such times, and on such terms and conditions, and subject to such penalties and consequences for non-payment, or for non-compliance with the terms and conditions as are agreed upon between the two Companies, or prescribed by the intended Act.

7. To enable the two Companies, jointly or otherwise, and either absolutely or conditionally, to appoint directors of the Ilfracombe Company, and to provide for the retirement, dismissal, and election of directors of that Company, and for suspending or abrogating the powers of directors.

8. To provide for the discharge of the liabilities of the Ilfracombe Company, and for the repayment to them of all or part of the sums expended or deposited by them in relation to the application to Parliament for the Ilfracombe Railway Act, 1864, or otherwise, in connection with their undertaking;

9. To repeal or amend all or some of the provisions

of the Ilfracombe Railway Act, 1864, with respect to the subscription by the South Western Company, and the taking and holding by them of shares in the capital of the Ilfracombe Company, or otherwise contributing towards the undertaking of that Company, and with respect to the terms and conditions of the subscription, taking and holding of shares and contribution, and with respect to the voting on behalf of the South Western Company in respect of shares held by them, and with respect to the appointment by the South Western Company of directors of the Ilfracombe Company and all incidental matters, and for making all the shares in the capital of the Ilfracombe Company ordinary shares.

10. To provide that all or any payments or advances made before the passing of the intended Act by the two Companies, respectively, in respect of the undertaking of the Ilfracombe Company, or otherwise, be taken into account as payments made by them respectively under the intended Act.

11. To provide for the making and maintaining of the tramway authorized by the Ilfracombe Railway Act, 1864, in the manner, and in the line and direction, and at the levels authorized by that Act, and agreed between the two Companies, or prescribed by the intended Act.

12. To enable the two Companies respectively to levy tolls, rates, and duties upon the Ilfracombe Railway, and to alter the tolls, rates, and duties which the Ilfracombe Company, and the two Companies respectively, are now authorized to take, and to confer exemptions from tolls, rates, and duties.

13. To sanction and give effect to agreements between the Ilfracombe Company and the two Companies, or either of them, or between the two Companies, with respect to any of the above matters, and to enable the several Companies to enter into and carry into effect, agreements with reference to the construction, maintenance, management, working, and using by them respectively, of all or any parts of their respective railways and works, and the Ilfracombe Railway, and with reference to the regulation, management, and transmission of traffic thereon, respectively; the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, division, appropriation, and distribution of through and local tolls, and other monies and profits arising therefrom respectively, and the employment of officers and servants.

14. To authorize the two Companies respectively for any of the purposes of the intended Act to apply their corporate funds and revenues, and to raise further monies by the creation of new shares or stock, with or without any preference or priority or other privileges, and by borrowing.

15. To alter or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer, vary, or extinguish other rights and privileges.

16. And it is intended, so far as may be requisite or desirable for any of the purposes of the intended Bill, to repeal or amend the provisions, or some of the provisions, of the Ilfracombe Railway Act, 1864, of the Devon and Somerset Railway Act, 1864, and of the following local and personal Acts relating to the South Western Company (that is to say), 4 and 5 Wm. 4, cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. 3, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic.,

cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99, 140, 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.

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

Dated this 7th day of November, 1864.

Bircham, Dalrymple, Drake, and Ward,
46, Parliament-street,
Solicitors for the intended Act.

North-Eastern Railway (Pelaw and other Branches).

(Powers to construct Railways between Pelaw and Tyne Docks—Extend Team Valley Railway—Construct Railways in Rosedale and at Pilmoor and Rillington—Stop up Level Crossings—Alter Existing and Construct New Roads—Purchase Additional Lands—Subscribe to Hull Docks—Additional Capital—Amendment of Acts, and other purposes).

NOTICE is hereby given, that application will be made to Parliament, in the next Session, for an Act to enable the North-Eastern Railway Company (hereinafter called "the Company") to make and maintain the railways following, with all proper stations, works, conveniences, and approaches connected therewith, that is to say—

First.—A railway commencing in the township of Heworth, otherwise Nether Heworth, and parish of Jarrow, in the county of Durham, by a junction with the Brandling Junction Railway of the Company at a point about 143 yards east of the platform entrance to their passenger booking office at Pelaw station, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Jarrow, Heworth, otherwise Nether Heworth, Hedworth Monckton and Jarrow, Monkwearmouth, Fulwell, Southwick, Harton, Whitburn, and Westoe, all in the said county of Durham, and terminating in the township of Westoe and parish of Jarrow, in the said county, by a junction with the South Shields Branch of the said Brandling Junction Railway at a point about 140 yards south of the platform entrance to the Company's passenger booking office at the Tyne Docks station.

Secondly.—A railway commencing in the township of Hedworth Monckton and Jarrow, and parish of Jarrow, in the said county, by a junction with the first proposed railway, in a field called the Back Field, belonging to the Dean and Chapter of Durham and Cuthbert George Ellison, or one of them, occupied by Caleb Moses, at a point about 55 yards west of the east fence of that field, and about 71 yards east of the Hebburn Colliery wagon way, and terminating in the said township of Hedworth Monckton and Jarrow, and parish of Jarrow, by a junction with the Pontop and Jarrow Railway to the furnaces of the Jarrow Iron Company, at a point about 22 yards south of the point where that railway crosses the road from Black-lane near Hebburn to Jarrow Grange; which secondly proposed railway will be wholly in the said township of Hedworth Monckton and Jarrow, and parish of Jarrow.

Thirdly.—A railway commencing in the township of Harton, and parish of Jarrow, in the said county, by a junction with the first proposed railway, in a field belonging to the Dean and Chapter of Durham, occupied by Isabella Straker, situate east of Simonside Lodge, being the second field south of Leam-lane, at a point in that field about 30 yards from the angle formed by the south and west fences thereof, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Harton, Jarrow, and Westoe, all in the said county, and terminating in the said township of Westoe and parish of Jarrow, by a junction with the westernmost rails of the Low Level Branch of the North-Eastern Railway to the Tyne Docks, at a point about 380 yards south, and measured from the centre of the bridge carrying that branch over the turnpike road from South Shields to Gateshead.

Fourthly.—A railway commencing in the said township of Westoe and parish of Jarrow, by a junction with the said South Shields Branch at a point about 140 yards south of the platform entrance to the Company's passenger booking office at their Tyne Docks station, and terminating in the said township of Westoe and parish of Jarrow by a junction with the Harton Branch of the North-Eastern Railway at a point about 74 yards north, and measured from the centre of the road called the Green-lane, where that branch crosses that lane on the level; which fourthly proposed railway will be wholly in the said township of Westoe and parish of Jarrow.

Fifthly.—A railway commencing in the township of Elvet and parish of St. Oswald, in the said county, by a junction with the Bishop Auckland Branch of the North-Eastern Railway, at or near the point of junction with that branch of the Company's Lanchester Valley Branch, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say—St. Oswald, Elvet, Brancepeth, Brandon and Byshotles, extra-parochial place between the townships of Elvet and Brandon and Byshotles, Croxdale, Sunderland Bridge, Merrington, Hett, Kelloe, and Cassop, all in the said county, and terminating in the township of Cassop and parish of Kelloe aforesaid, by a junction with the main line of the North-Eastern Railway, at a point about 26 chains north of the point where that main line is carried over the Thinford-lane by a bridge.

Sixthly.—A railway commencing in the townships of Appleton-le-Moor, Hutton-le-Hole, Lastingham, Rosedale West, and Spaunton, and parish of Lastingham, in the North Riding of the county of York, by a junction with the Rosedale Branch of the North-Eastern Railway at a point about 220 yards south-east of and measured from the centre of the bridge carrying the public road from Castleton to Kirby Moorside over that branch, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Appleton-le-Moor, Hutton-le-Hole, Lastingham, Rosedale West, Spaunton, Rosedale East, Farndale East, and Middleton, all in the said North Riding, and terminating in the township of Rosedale East and parish of Middleton, in the said North Riding, in a field belonging to George Leeman, Alexander Clunes Sherriif, and Isaac Hartas, in the occupation of Joseph Wood, at a point about 22 yards from the centre of the upper fence of that field.

Seventhly.—A railway commencing in the undivided common in the townships of Appleton-le-Moor, Hutton-le-Hole, Lastingham, Rosedale West,

and Spaunton, and parish of Lastingham aforesaid, by a junction with the sixthly proposed railway at the point of intersection of two imaginary straight lines, one drawn in a north-easterly direction from the north-east corner of Little Blakey House, and the other drawn in a south-easterly direction from the south-east corner of the public-house called Blakey House, such point of intersection being distant about 780 feet from Little Blakey House, and about 680 feet from the said public-house, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Appleton-le-Moor, Hutton-le-Hole, Lastingham, Rosedale West, Spaunton, and Farndale East, all in the said North Riding, and terminating in the township of Farndale East and parish of Lastingham aforesaid, by a junction with the said Rosedale Branch at a point about 264 yards north-west of and measured from the centre of the bridge carrying the public road from Castleton to Kirby Moorside over that branch.

Eighthly.—A railway commencing in the township and chapelry of Raskelf, and parish of Easingwold, in the said North Riding, by a junction with the Thirsk and Malton Branch of the North-Eastern Railway, at a point about 242 yards south-west of and measured from the centre of the road from Raskelf to Sessay, where that road crosses that branch on the level, and terminating in the said township and chapelry of Raskelf and parish of Easingwold by a junction with the main line of the North-Eastern Railway at a point about 130 yards north-west of and measured from the centre of the bridge carrying the West Moor-road over the said main line; which eighthly proposed railway will be wholly in the said township and chapelry of Raskelf, and parish of Easingwold.

Ninthly.—A railway commencing in the township and parish of Rillington, in the East Riding of the county of York, by a junction with the Whitby and Pickering branch of the North-Eastern Railway, at a point thereon about 220 yards south-east of the mile post marked 27 miles from York, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places of Rillington and Scampston, in the said East Riding, and terminating in the township of Scampston and parish of Rillington, in the said East Riding, by a junction with the York and Scarborough branch of the North-Eastern Railway, at a point about 30 yards west of and measured from the centre of the road leading to Scampston called the Outgang-road, where that road crosses the last-mentioned branch on the level.

And in such intended Act powers will be sought to stop up, discontinue, and extinguish all rights of way in respect of the level crossing and foot or other road, called the Felling Level Crossing, over the North-Eastern Railway, near Felling Colliery, in the township and chapelry of Heworth and parish of Jarrow, in the county of Durham, and in lieu thereof to construct a new public bridge and foot-road in the said last-mentioned township, chapelry, and parish from the road called Greenlane, commencing at a point about 85 yards north of the point where the Felling Wagon Way crosses that lane, and thence continuing up to and through an existing bridge under the North-Eastern Railway, to the Monkwearmouth and Tyne Bridge Turnpike-road, at or near to the Felling toll bar thereon. And to authorise the dedication of such new road to the public, to be thereafter maintained and repaired by and out of the highway rates of the said last-mentioned township, and to authorise the raising and application of such rates accordingly.

And also to enable the Company to alter the line and levels of Nestfield-street and Cleveland-street,

Darlington, and of the occupation road over the North-Eastern Railway, between those two streets, from a point in Nestfield-street about 53 yards east of the gate across the said occupation road, on the eastern side of the said railway, to a point in Cleveland-street, about 90 yards west of that gate; and also to alter the line and levels of Allan-street, Darlington, from its junction with Nestfield-street, to a point in Allan-street, about 40 yards south of and measured from the centre of Nestfield-street, all in the township and parish of Darlington, in the county of Durham, and to carry the said occupation road under the said railway instead of on the level thereof, and Cleveland-street under the railway of the Darlington Iron Company instead of on the level thereof, and to stop up, discontinue, and extinguish all rights of way over the said occupation road as at present existing. And also to stop up as a carriage road from Nestfield-street the road out of that street on the north side thereof, and on the east of and immediately adjoining the North Eastern Railway. And also to stop up as a carriage road from Cleveland-street the road out of that street on the south side thereof, and on the west of and immediately adjoining the North-Eastern Railway.

And in such intended Act powers will be sought to purchase, by compulsion or otherwise, lands and houses for the purposes of the said proposed railways, road, and alteration of streets and works, and also lands and houses for standage ground, station accommodation, sidings, and other general purposes connected with the undertaking of the Company, or for the accommodation of the traffic thereof, and to enable the Company to apply the same for those purposes respectively; which last-mentioned lands and houses are situate as follows, that is to say:—

In the township and parish of Jarrow, in the county of Durham, certain lands part of Jarrow Slake, or adjoining thereto.

In the township and parish of St. Mary Bishop-hill Junior, in the county of the city of York, certain lands south of and adjoining or near to the bridge carrying the road to Holgate over the North-Eastern Railway, and on the east and west sides of that railway there.

In the township of Ruswarp and parish of Whitby, in the North Riding of the county of York, certain lands and houses on the eastern and western sides of and near to the Company's railway station, railway, sidings, and station ground, at Whitby.

In the townships of Battersby, Ingleby Greenhow, and Greenhow, and parish of Ingleby Greenhow, in the said North Riding, certain lands on the east side of the Company's Ingleby and Rosedale Branches, and extending along the same from the North Yorkshire and Cleveland Railway of the Company to the boundary between the parishes of Ingleby Greenhow and Kirby Moorside.

And in such intended Act powers will be sought to cross on the level, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, streets, and other roads, rivers, streams, canals, navigations, railways, tramroads, and other works, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, for the purposes of the intended Act, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking. Powers will also be applied for to alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands, houses, or other property whatsoever, proposed to be purchased, taken, used, or interfered with for the purposes aforesaid, or any of them, or which would in any manner impede or

interfere with the construction, maintenance, and use of the said proposed or existing railways, roads, streets, and works respectively, or the objects or purposes of the said intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions, and also powers to levy tolls, rates, and duties for or in respect of the use of the said proposed railways and works, and to alter existing tolls, rates, and duties, and to confer such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

And in such intended Act powers will be sought to authorise the Company to subscribe towards and hold shares in the undertaking of the Dock Company at Kingston-upon-Hull, and to vote at meetings, and appoint directors of that Company, and to have and exercise other powers, rights, and privileges, in respect of the undertaking of that Company.

And it is also proposed by such intended Act to authorise the Company to apply any monies which they have raised, or are authorised to raise under their other Acts of Parliament, and to raise, by the creation of new shares or stock, and by borrowing further sums of money for the purposes of the said intended Act, and to authorise the assigning to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise over, or *pari passu* with, all or any other classes or class of shares or stock in the Company, as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And the said intended Act will also contain provisions in reference to the joint and separate capital accounts of the Company, and of the several sections of shareholders thereof, and to sanction the capitalisation of certain allowances or periodical payments to which some of those sections are entitled, or with which their shares of joint revenue, or their separate revenue accounts, are entitled to be periodically credited.

And it is also proposed by the said intended Act to empower the Company, and the owners or lessees of, or other persons interested in any private lines of railway communicating with the North-Eastern Railway, to enter into contracts, agreements, and arrangements in reference to the working and user by the Company of such private lines, and the carriage and conveyance thereon, or thereon and on the North-Eastern Railway, or otherwise, of coals, coke, minerals, and other articles and things, passing to, or from, or over such private lines, and for the discontinuance of the user of such private lines, either wholly or in part, by the owners thereof, or others using the same.

And also to confer further powers upon the Company for or with reference to the sale of their superfluous lands, and to extend the periods limited by their several Acts, or some of them, for that purpose.

And notice is hereby further given, that on or before the 30th day of November instant duplicate plans defining the lines of the proposed railways, new road, and alteration of roads, streets, or ways, and the lands proposed to be purchased by compulsion, and sections showing the levels of the said proposed railways, new road, and alteration of roads, streets, or ways and works, together with a published map whereon will be defined the general course and direction of such proposed railways, and a book of reference to such plans, and a copy of this Notice as published in the London Gazette will be deposited for public inspection with the several Clerks of the Peace following, that is to say:—As regards the first, secondly, thirdly, fourthly, and fifthly proposed railways, and the proposed new

road, and alteration of roads, streets, or ways, and the lands in the parish of Jarrow, with the Clerk of the Peace for the county of Durham, at his office, in the city of Durham; as regards the sixthly, seventhly, and eighthly proposed railways, and the lands and premises in the parishes of Whitby and Ingleby Greenhow, with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton, in the said North Riding; as regards the ninthly proposed railway, with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley, in the said East Riding; and as regards the lands in the parish of St. Mary Bishophill Junior, with the Clerk of the Peace for the city of York and county of the same city, at his office, in the city of York. And that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said proposed railways, roads, streets, and works are intended to be made, or within which the said lands are situate, and also a copy of this Notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and as regards any extra-parochial place with the clerk of some adjoining parish at his place of abode.

And it is also proposed 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—17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., caps. 116 and 134; 22 and 23 Vic., caps. 10, 91, and 100; 24 and 25 Vic., caps. 135 and 141; 25 and 26 Vic., caps. 85, 120, 145, 146, and 154; 26 and 27 Vic., caps. 122, 221, and 238; 27 Vic., cap. 29; and 27 and 28 Vic., caps. 49, 55, and 67; and the several Acts in such Acts respectively, or any of them recited or referred to, and any other Acts relating to the Company, or to any railway now belonging to, or held, or used by them; and the Kingston-upon-Hull Dock Acts, 1774, 1802, 1805, 1844, 1845, 1847, and 1849; "The Kingston-upon-Hull Dock Amendment Act, 1854;" "The Hull Docks Act, 1861;" and "Hull Docks Act, 1864," and any other Acts relating to the Dock Company at Kingston-upon-Hull.

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

Dated this 10th day of November, 1864.

Richardson, Gutch, and Co., Solicitors,
York.

Bath Gas.

(Extension of Limits of Supply—Regulation or Alteration of Rights of Corporation of Bath and Company—Further Capital—Purchase of Lands for various purposes—New Works—New Footway—Stopping up of existing Footway—Laying of Pipes through Private Lands and along line of Great Western Railway—Construction of Railway or Tramway and Bridge—Arrangements with Midland Railway Company—Alteration of Rates—Patent Rights—Further Powers—Amendment of Acts).

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

To extend the limits within which the Bath Gas Light and Coke Company (hereinafter called "The Company") are authorised to supply gas, and to

enable the Company to supply gas for public and private purposes within the several parishes, townships, and places following, or some of them (that is to say):—Bathampton, Bathford, Batheaston, Monkton Combe, Claverton, Englishcombe, Newton St. Loe, Corston, Saltford, and Kelston in the county of Somerset, and Box and Ditteridge in the county of Wilts; and to authorise the Company, within such extended limits, or any part thereof, to lay down mains, pipes, and other works and apparatus, and to cross, divert, break up, alter, or stop up, so far as may be requisite or desirable for the purposes of the Company, any streets, roads, highways, bridges, sewers, drains, rivers, streams, watercourses, paths, passages, and places within such extended limits.

To authorise the Company to levy and receive rates and rents, differential or otherwise, for the supply of gas therein, and to enable the Company and the Commissioners, local boards of health, vestries, and other local authorities within the said 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, and with reference to other matters incidental to the business of the Company within the same.

To define and regulate the respective rights and liabilities of the mayor, aldermen, and burgesses of the city of Bath (hereinafter called "The Corporation") and the Company, under the 60th and other sections of "The Bath Gas Act, 1856," or under any other Act or Acts with reference to supply and price of gas, and the mode, terms, and conditions of the same, and any matters incidental thereto or connected therewith; and, if thought requisite or expedient, to alter or vary such rights or liabilities, or any other rights, powers, or privileges of the corporation.

To make further provision with reference to the supply of gas by the Company within their present and extended district, and to authorise and enable the Company to acquire, hold, exercise, and dispose of patent rights in relation to the manufacture and distribution of gas, and the utilisation of the residual products arising from the manufacture of gas, or otherwise relating thereto.

To authorise 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, and to borrow money on mortgage, bond, or otherwise.

To authorise the Company to purchase, compulsorily or by agreement, and to erect, construct, and maintain works for the manufacture and storing of gas, with all requisite buildings and conveniences, upon certain lands and premises, belonging to Granville Diggle Hill, Charlotte Atcherley, Wilhelmina Margaret Petgrave, the Twerton Bridge Company, the mayor, aldermen, and burgesses of the city and borough of Bath, the local Board of Health for the said city and borough, George Jones, William Tannier, James Banks, George Curtis, Thomas Hopes, the Bath Gas Light and Coke Company, and Sarah Sheppard, and in the occupations of the Twerton Bridge Company, the local Board of Health for the said city and borough of Bath, John Collins, Mary Helps, George Franklin, George Adams, Dorcas Palmer, John Hale, William Tanner, James Frankham, Richard Canterbury, George Curtis, Samuel Dyer, Thomas Huntley, John Hayward, Robert Snell, the Bath Gas Light and Coke Company, James Humphreys, Eliza Bullin, John Williams, Henry Head, and the proprietors of the navigation of the river Avon, and bounded on the east by a lane called Gas-lane, on the west by a

road leading from the upper turnpike road from Bath to Bristol, to the bridge called Motley's Bridge, belonging to the Twerton Bridge Company; on the south by the River Avon; and on the north by the upper turnpike road from Bath to Bristol, all which lands and premises are situate in the parish of Weston in the county of Somerset.

To authorise the Company to purchase by compulsion or agreement certain lands and property in the parishes of Bathampton, Batheaston, and Bathford, in the county of Somerset, adjoining or near to the line of the Great Western Railway, and wholly or partially running parallel thereto on both sides thereof, extending from the road leading from the bridge over the Great Western Railway, adjoining the railway station, in the parish of Bathampton, to a field belonging to Ralph Shuttleworth Allen, in the occupation of John Candy, to the turnpike-road from Bath to Bradford, or any right or easement of laying pipes in, over, or under such lands and the bed of the River Avon; and also to purchase and take by compulsion or agreement the right or easement of laying pipes in, over, and along, or attached to so much of the line or bridges of the Great Western Railway as is situate between Bathampton Station and the point where the railway crosses the turnpike-road from Bath to Bradford.

To authorise the Company to stop up and discontinue as a public footpath, or otherwise appropriate to the purposes of the Company, the whole of the site of the existing lane called Gas-lane, and to make a new footpath in lieu and substitution thereof, wholly in the parish of Weston, leading out of the upper turnpike-road from Bath to Bristol, to the towing-path of the River Avon, and commencing at a point five yards or thereabouts to the east of the road leading from such last-mentioned road to Motley's Bridge and terminating on the said towing-path, at a point distant eight yards or thereabouts from the north-eastern corner of Motley's Bridge.

To authorise the Company to make and maintain a railway, or tramway, or siding (with a bridge in and over the River Avon), commencing in the parish of Weston, in the county of Somerset, from or near the retort house of the Company, adjoining the towing-path of the River Avon, and terminating in the parish of Twerton, otherwise Twiverton, in the same county, by a junction with the line of railway from the parish of Mangotsfield to the parish of Walcot, in the city of Bath, authorised by "The Midland Railway (Bath and Thornbury Lines) Act, 1864," in a piece of garden, the property of the representatives of James Shackell, deceased, and in the occupation of Daniel Wilton, numbered in the plans thereof deposited with the clerk of the peace for the county of Somerset 57, in the said parish of Twerton, otherwise Twiverton, and numbered on the tithe commutation map for the same parish 157, at a point 70 yards to the northward of the lower turnpike-road from Bath to Bristol, and 110 yards to the westward of the road leading from the said lower turnpike road to Dredges Bridge, which said railway, tramway, or siding, and bridge will be wholly situate in the said parishes of Weston and Twerton, otherwise Twiverton, or one of them.

To authorise the Company and the Midland Railway Company to enter into and carry into effect contracts and arrangements with reference to the construction and maintenance of the intended railway or tramway and works, and the acquisition and appropriation of land for the purposes thereof, and with reference to the acquisition and appropriation of lands for any other of the intended objects of the Bill, and any matters

incidental thereto, and also with reference to the levying, receipt, appropriation, and division of the tolls and revenues from and in respect of the intended railway or tramway and works, and any incidental matters.

To authorise the Company to purchase lands by compulsion or agreement for the purposes of the said railway, tramway, or siding, bridge, and other works, or other the objects of the said Bill, and to vary or extinguish any rights or privileges connected with such lands, or any other lands to be purchased as aforesaid, or which may interfere with the objects of the said Bill, and to confer other rights and privileges, and to authorise the granting of easements for carrying of pipes in, over, or across any public or private lands; to levy tolls, rates, rents and charges; to vary existing tolls, rates, rents, and charges; and to confer, vary, and extinguish exemptions from the payment of tolls, rents, rates, and charges, and to confer other rights and privileges.

To alter, amend, and enlarge the powers and provisions of "The Bath Gas Act, 1856," and if and so far as may be requisite or desirable for the purposes of the said Bill, "The City of Bath Act, 1851," the (local and personal) Act 7th and 8th Vic., cap. 18, relating to the Midland Railway Company and the Midland Railway (Bath and Thornbury Lines) Act, 1864, and any other Acts relating to the Midland Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1864, plans and sections of the intended railway, or tramway and works connected therewith, and plans of all lands subject to any compulsory powers of purchase under the intended Bill, together with a book of reference to such plans respectively, a published map with the line of the intended railway or tramway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Somerset, at his office at Wells, in that county; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place from, in, through, or into which the said railway or tramway and works will be made, or lands are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each such parish with the parish clerk thereof, at his residence; and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence. And that on or before the 23rd day of December next printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1864.

E. C. Petgrave, Solicitor, 4, Harington-place, Bath.

J. Dorington and Co., Parliamentary Agents, 6, Parliament-street, London, S.W.

Newtown Water.

(Incorporation of Company for supplying Newtown (Montgomeryshire) and neighbourhood with Water; construction of Works; Purchase of Land; Contracts with Public Bodies; Levy of Rates, &c.)

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

To incorporate a Company, and enable such

Company to supply water to the inhabitants of the town of Newtown and neighbourhood thereof, in the county of Montgomery, and for such purpose, to construct all or some of the following works, viz. :—

1.—To construct and form a reservoir upon a stream called the Dingle Brook, and upon land upon the east and west sides thereof, about 400 yards south-west of the place where that brook is joined by the stream flowing past the farm-house, called and known as Caeheilyn Farm House, which intended reservoir will be situated partly in the southern division of the parish of Newtown, and partly in the townships of Graig and Weeg Dolfor, in the parish of Kerry, in the county of Montgomery.

2.—To construct and form another reservoir upon the aforesaid stream called the Dingle Brook, and lands adjoining the same, at or near the confluence of that brook with the said stream flowing past Caeheilyn Farm House, which last-mentioned reservoir will be wholly situated in the southern division of the said parish of Newtown, in the county of Montgomery.

3.—To construct and form a catchwater, cut or conduit, wholly in the southern division of the said parish of Newtown, commencing from and out of the said stream flowing past Caeheilyn Farm House aforesaid, at a point on that stream about 250 yards south-east of the place where the same joins the Dingle Brook, and terminating on the east side of the intended reservoir firstly before described.

4.—To construct and form a conduit or main pipe, commencing on the west side of the intended reservoir firstly described in the southern division of the said parish of Newtown, thence passing from, in, through, or into the townships, parishes, and places of Newtown Southern Division, Newtown Upper Division, Newtown Lower Division, Newtown Streets, Hendidly, Gwestydd, and Llanllwchaiarn, in the county of Montgomery, and terminating in the township of Gwestydd, in the parish of Llanllwchaiarn, at a point on the Newtown and Aberbechan Turnpike Road, near the toll gate thereon, about three-quarters of a mile eastward of the town of Newtown.

To construct and maintain in the before-mentioned townships, parishes, and places, or some of them, all such embankments, approaches, conduits, pipes, culverts, cuts, catchwater, and other drains, weirs, bye-channels, tanks, filter beds, sluices, valves, and other works, buildings, and conveniences in connection with the works hereinbefore described, or any of them, as may be deemed necessary or expedient for carrying into execution the objects and purposes of the intended Act.

To lay down, continue, and maintain distributory and other pipes and works in and through the district intended to be supplied with water, and to cross, alter, break up, divert, or stop up, either temporarily or permanently, any turnpike and other roads, streets, foot paths, public places, bridges, railways, tramways, sewers, drains, streams, and water-courses, in the parishes, townships, and places before named, including the town of Newtown, which it may be expedient to cross, alter, break up, divert, or stop up, for the purposes of the intended Act.

The intended Act will also empower the Company to effect the objects following, or some of them, viz. :—

To supply with water the whole or such portion or portions of the aforesaid parishes, townships, and places as the intended Act shall define, and to levy and receive rates or rents for such supply, and confer exemptions from the payment of such rates or

rents, and to confer, vary, and extinguish other rights and privileges.

To take, use, appropriate, and impound for the purposes of the intended Act the aforesaid stream, called Dingle Brook, and the stream flowing past Caeheilyn Farm House into the brook, and also all such streams, springs, and waters as flow into and through the site of the said intended works, and as shall be found within the limits of deviation marked upon the plan hereinafter mentioned.

To purchase by compulsion or otherwise, to acquire and take lands, houses, springs, streams, waters, and other hereditaments, and also to acquire and take grants of easements over or upon lands, springs, streams, waters, and other hereditaments, requisite or desirable for the purposes of the said intended Act, and to vary and extinguish any rights and privileges connected with such lands, springs, waters, and other hereditaments, and any other rights and privileges which would interfere with the objects of the said intended Act.

To supply water in bulk, or otherwise, for sanitary and other purposes, and with this view to enter into and make contracts with any local board of health, commissioners, trustees, parish authorities, and other bodies and persons, and, if necessary, the Act will confer upon such bodies power to raise money for such purposes by rates or otherwise.

The said intended Act will also confer upon the Company to be thereby incorporated powers for preventing their water from being wasted, or from being improperly taken or used, and for preventing any improper or unauthorized interference with their water or works.

It is also intended to take powers to provide meters for parties supplied with water for certain purposes, and to charge for the use of meters and for the supply of water by meter, and to compound for such supply.

It is also intended by the said Act to extend and apply thereto all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Water Works Clauses Act, 1847;" "The Water Works Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

On or before the 30th day of November, 1864, duplicate plans and sections showing the lines, situations and levels of the intended works and the lands which may be taken for the purposes thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Montgomery, at his office at Welchpool, and on or before the same day copies of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the intended works will be made or pass, with a copy of this notice as published in the London Gazette will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in case of any extra-parochial place, with the parish clerk or the parish immediately adjoining thereto at his residence.

Copies of the intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 23d day of December, 1864.

Dated this 10th day of November, 1864.

Gregory, Champion, and Eady, 18, Park-street, Westminster, and Clement's-inn, Strand, W.C.

Woomam and Lloyd, Newtown, Solicitors.

In Parliament—Session 1865.

Llanelly Railway and Dock Company.

(New Railways; New Works and Alterations connected with the Company's Channel and the Llanelly Harbour and Burry Navigation Commissioners Docks at Llanelly; New and Altered Tolls and Rates on Railways, Docks, and Channel; Additional Lands at Llanelly; Further Money Powers, and other Powers to the Company and the Commissioners; Exemptions from Layerage Dues; Purchase of Rhôs Colliery Railway; Abandonment of part of Carmarthenshire Railway Company's Railways; Running Powers over their Railways; other Provisions affecting them and the said Commissioners; Amendment of Acts, and the Repeal or Variation of Provisions affecting Swansea Harbour Railway, Swansea Harbour Trustees, Vale of Neath Railway Company, and Swansea and Neath Railway Company.)

NOTICE is hereby given, that the Llanelly Railway and Dock Company (hereinafter called the Company) intend to apply to Parliament, next session, for leave to bring in a Bill for the purposes or some of the purposes following, viz. :—

To empower the Company to make and maintain the railways hereinafter specified, or some part thereof, with stations, approaches, works, and conveniences connected therewith (to wit).

A railway (No. 1) commencing in the parish of Llanelly and county of Carmarthen by a junction or junctions with the St. David's Branch Railway of the Company, at a point distant (measuring along that branch railway) eleven chains or thereabouts southward of the junction of the Gorse Railway with that branch railway, and passing from, in, through, or into the parishes, townships, and places of Llanelly, Berwick Westfa, the borough of Llanelly and Hengoed, in the county of Carmarthen, or some of them, and terminating in the said parish of Llanelly, at or near the burial ground of the Felinfoel Baptist Chapel, and there forming a junction with the Railway No. 2, authorized by "The Carmarthenshire Railway Act, 1864."

A railway (No. 2) commencing in the parish of Llanedy and county of Carmarthen by a junction with the Llanelly Railway at a point distant ten chains or thereabouts (measuring along the Llanelly Railway), to the south-westward of the mile-post thereon denoting the distance of 6 miles and a half from Llanelly, and passing from, in, through, or into the parishes, townships, and places of Llanedy, Llanon, and Goitre, in the county of Carmarthen, or some of them, and terminating in the said parish of Llanon, on or near the River Gwili, at a point one chain or thereabouts west of the bridge carrying the Pontardulais and Carmarthen Turnpike Road over that river.

To empower the Company and the Llanelly Harbour and Burry Navigation Commissioners, or either of them, to unite and connect the Company's channel with the authorized dock of the said Commissioners authorized by "The Llanelly Harbour Act, 1864," throughout the whole length of the south side of that authorized dock, or any part thereof, and to stop up the Company's channel at or near the westward end thereof, or to erect and maintain locks and gates there (all which works will be in the said parish of Llanelly, and the bed and shore of the River Burry).

To authorize the Company and the said Commissioners for the respective purposes which they shall by the Bill be authorized to execute to exercise the following powers, viz. :—

To cross, divert, alter, and stop up, either

temporarily or permanently, roads, streets, highways, railways, tramways, canals, navigations, rivers, streams, telegraphs, drains, and sewers, and to purchase compulsorily and by agreement lands, houses, and other property or easements in and over the same (including, as regards the Company, the railways and property now or late of the Carmarthenshire Railway or Tramroad Company, or any part thereof), and to apply their existing and authorized funds and revenues.

And it is also intended by the Bill to effect the objects or some of the objects following, viz. :—

To empower the Company to levy tolls, rates, duties, and charges upon or in respect of the intended railways and works connected therewith, and to vary those which they are authorized to take on or in respect of their existing and authorized railways and works.

To empower the Company and the said Commissioners or either of them, to levy tolls, rates, dues, and charges upon or in respect of the existing dock and channel of the Company and the intended works connected therewith, to vary and increase those which the Company are authorized to take, on or in respect of their existing dock or channel, and also the tolls, rates, dues, and charges which the said Commissioners are now authorized to take.

To vary or extinguish exemptions from the payment of the aforesaid tolls, rates, dues, duties, and charges respectively, and to confer other exemptions from the payment thereof.

To exempt from layage dues vessels and craft using any of the docks, channels, or works of the Company or of the said Commissioners, and to empower them to make compensation for the same.

To empower the said Commissioners for the purposes which they shall by the Bill be authorized to execute to raise money on the security of the tolls, rates, and dues from time to time leviable by them.

To enable and compel the Carmarthenshire Railway Company to abandon and relinquish the construction of the whole of the Railway No. 1 by "The Carmarthenshire Railway Act, 1864," authorized and to provide for the construction of their authorized Railway No. 2 by that Act, authorized so as to insure the convenient junction therewith of the intended Railway No. 1 to be authorized by the Bill.

To provide for the repayment to the Carmarthenshire Railway Company of part of the funds deposited in Chancery under "The Carmarthenshire Railway Act, 1864," and for the reduction of the penalty and obligations of any bond to the Crown under that Act, or the cancellation of any such bond and substitution of another bond for a less amount.

To vest in the Company any lands required, and the benefit of any contracts made by the Carmarthenshire Railway Company, and which may be required for the purposes of the Bill, and to empower and compel that Company and the Carmarthenshire Railway or Tramroad Company to sell and convey and to empower the Company to purchase and take the Carmarthen Railway or Tramroad and the lands and works thereof, or any part thereof which the Company may require for the purposes of the Bill.

To empower the Company and all persons and corporations using their railways or any part thereof, to run and work over and use with their engines, trucks and carriages, officers, and servants, and for the purposes of traffic of all sorts; and upon such tolls or payments, terms, and conditions as may be defined by the Bill or determined failing agreement by compulsory arbitration, all or any part of the railways of the

Carmarthenshire Railway Company, not abandoned as aforesaid, with the stations, sidings, approaches, platforms, booking offices, buildings, wharves, sheds, watering engines, supplies of water signals, signal posts, telegraphs, works, and conveniences connected therewith, and to empower the Company to levy tolls, rates, and duties for traffic conveyed by them over the same.

To sanction and give effect to agreements between the Company and the Carmarthenshire Railway Company for and with respect to all or any of the objects of the Bill, and for and with respect to the construction, maintenance, management, use, and working of their respective railways, or any of them, the collection, conveyance, management, and delivery of the traffic thereon, the supply of rolling stock; the fixing, levying, and appropriation of the tolls and revenue arising from such traffic, the acquisition and ownership of lands and property, the construction of common stations and works, the rents, payments, drawbacks, and allowances to be paid and allowed by each or either of the contracting Companies to the other of them.

To vary the tolls, rates, and duties which the Carmarthenshire Railway Company are authorized to take, and to confer exemptions from the payment thereof.

To empower the Company for purposes of or connected with their existing and authorized undertakings to purchase and take compulsorily or by agreement additional lands, houses, and hereditaments in the said parish of Llanely.

To empower the Company to purchase by agreement, and the owners, lessees, and occupiers thereof to sell the Rhôs Colliery Railway, and the site thereof, and the works and lands connected therewith, and to make the same part of the original undertaking of the Company, and to authorize them to levy tolls, rates and duties thereon.

To vary the application of all or any of the several existing and authorized capitals, loans, funds, and revenues of the Company, and to authorize the application of all or any of them for the purposes of the Bill, and of all or any of their authorized undertakings.

To empower the Company for the purposes of the Bill and of their several existing and authorized undertakings to raise money by the creation of shares and stock, with or without preference or priority of interest or dividend, or other special privileges, and by borrowing on mortgage or otherwise and either (wholly or in part) as a separate capital and debt, or as a part of the capital and debt of all or of any one or more of their several existing and authorized undertakings.

To repeal or vary the sections numbered 15, 16, 17, 18, 19, 20, 21, 22, and 23 of "The Llanely Railway and Dock Act, 1863," relating to the Swansea Harbour Railway, the Swansea Harbour Trustees, the Vale of Neath Railway Company, the Swansea and Neath Railway Company, the acquisition of lands, the passing over and use of the Company's Railways, the forwarding their traffic and shipping of their coal.

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

To amend "The Llanely Railway and Dock Act, 1853," "The Llanely Railway and Dock Act, 1860," "The Llanely Railway (New Lines) Act, 1861," "The Llanely Railway and Dock Act, 1862," "The Llanely Railway and Dock Act, 1863," "The Llanely Railway and Dock Company's Capital Act, 1864," "The Llanely

Railway and Dock (Further Powers) Act, 1864," "The Carmarthenshire Railway Act, 1864," and the following local and personal Acts of Parliament, viz.:—42 George 3, chapter 80, and 4 and 5 William 4, chapter 70, relating to the Carmarthenshire Railway or Tramroad; and 53 George 3, chapter 183, 6 and 7 Victoria, chapter 88, 21 and 22 Victoria, chapter 72, and 27 and 28 Victoria, chapter 203, relating to the Burry Navigation and Llanelly Harbour.

On or before the 30th day of November, 1864, plans and sections of the intended railways and works connected with the Company's existing channel, a published map with the lines of the intended railways delineated thereon, plans of the additional lands which may be compulsorily taken under the Bill, books of reference to all 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 Carmarthen, at his office at Llandovery, and on or before that day copies of so much of the said plans, sections, and books of reference respectively as relates to each parish or extra-parochial place in or through which the intended railways and works will be made, or in which any lands to be compulsorily taken are situate, together with a similar copy of this notice will be deposited for public inspection in the case of each parish with the parish clerk thereof at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence. 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 8th day of November, 1864.

Maynard and Son, Solicitors for the Bill.

Great Eastern Railway.—(Somersham to Ramsey.)
(New Railway from Somersham to Ramsey;
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 Great Eastern Railway Company to make and maintain a railway, with all necessary and proper stations, approaches, buildings, works, and conveniences connected therewith, commencing by a junction with the St. Ives and March Railway, belonging to the Great Eastern Railway Company, in the parish of Somersham, in the county of Huntingdon, at a point 25 chains, or thereabouts, westward of the mile post marked 77 miles on that railway, 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:—Somersham, Pidley, Pidley cum Fenton, Warboys, Wistow Bury, and Ramsey, all in the county of Huntingdon, and terminating in the said parish of Ramsey, by a junction with the Ramsey Railway, at a point 12 chains, or thereabouts, north of the School Ground Drive, where the same is crossed on the west by the said railway.

And it is proposed by the intended Act to authorize deviations from the line and levels of the railway, as shown upon the plan and section hereinafter referred to within the limits usually authorized by Parliament, or to be prescribed by the said Act, and to confer upon the Company 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, sewers, mains, pipes, bridges, telegraphic 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 to apply to the purposes of the undertaking any funds belonging to them, or which they may be authorized to raise, and to raise further capital by the creation of ordinary guaranteed or preference shares, or stock, or by mortgage, or otherwise.

And it is proposed by the intended Act to alter, amend, or repeal certain of the provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:—

"The Great Eastern Railway Act, 1862," "The Eastern Counties Railway (Epping Lines) Act, 1862," "The Eastern Union Railway Act, 1862," "The Great Eastern Railway (Steam Boats) Act, 1863," "The Great Eastern Railway (Additional Powers) Act, 1863," "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864," "The Great Eastern Railway (Junctions) Act, 1864," "The Great Eastern Railway (Highbecch Branch) Act, 1864."

And notice is hereby further given, that a plan and section in duplicate of the intended railway, 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 line of railway delineated thereon, showing its general course and direction, will be deposited with the Clerk of the Peace for the county of Huntingdon, at his office at Huntingdon, 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 parish clerk of such parish, at his residence; and in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence, and that all such deposits will be made before the first day of December next, and will be accompanied by a copy of this notice, and that copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated the 8th day of November, 1864.

Maynard and Son, 57, Coleman-street,
London, Solicitors for the Bill.

Great Eastern Railway.—(Additional Powers.)
(New Railways from Tottenham to Winchmore Hill, from Edmonton to the Enfield and Edmonton Railway, the Ordnance Factory, also at Stratford, and elsewhere. Purchase of Lands and Buildings for purposes thereof also in the parishes of St. Botolph, Bishopsgate Street, at Bethnal Green, and Whitechapel. Level crossing on the Epping Railway. Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the Great Eastern Railway Company (hereinafter called "the Company") to make and maintain the fol-

lowing railways, or some of them, with all necessary and proper stations, approaches, buildings, works, and conveniences connected therewith respectively (that is to say):

A railway (hereinafter called Winchmore Hill Railway) commencing by a junction with the railway authorized by "The Great Eastern Railway Metropolitan Station and Railways Act, 1864," and therein referred to as railway No. 3, at or near the point where such railway is intended to cross White Hart Lane, in the parish of Tottenham, and which point is 300 yards or thereabouts from the junction of White Hart Lane with the main high road leading from Tottenham to Edmonton, 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), Tottenham, Edmonton, and Enfield, in the county of Middlesex, and terminating at or near Winchmore Hill at a point 350 yards or thereabouts westward from Grove House in a field on the north side of Fordsgrove Lane in the said parish of Edmonton.

A railway (hereinafter called Ordnance Factory Railway) commencing by a junction with the said authorized railway No. 3 at the point where such railway is intended to cross Church Street in the parish of Edmonton, and which point is 90 yards or thereabouts west of the point where the Enfield and Edmonton branch of the Great Eastern Railway crosses a certain public road on the level at or near the Edmonton station, passing thence from, through, or into the said parishes of Edmonton and Enfield, and terminating by a junction with the Northern and Eastern Railway at or near the level crossing by that railway of a certain public carriage road at or near the Ordnance Factory Station.

A railway hereinafter called the Edmonton Junction Railway, and which will be wholly situate in the said parish of Edmonton, commencing by a junction with the Enfield and Edmonton branch of the Great Eastern Railway at or near the point where Bury-street is crossed on the level by that railway, and terminating by a junction with the Ordnance Factory Railway at a point in a field north of Bury-street aforesaid, and distant in a northerly direction 110 yards or thereabouts from Bury-street, and 265 yards or thereabouts in a westerly direction from the junction between Bury-street and the main high road leading from Edmonton to Enfield highway.

A railway (hereinafter called Seven Sisters-road Junction) which will be wholly situate in the said parish of Tottenham, commencing by a junction with the said authorized railway No. 3 at or near a point on the Seven Sisters-road 190 yards or thereabouts distant from the junction of that road with the high road leading from Stamford Hill to Tottenham, and terminating by a junction with the authorized Tottenham and Hampstead Junction Railway at a point 250 yards or thereabouts in an easterly direction from the junction of Hanger-lane with the said Seven Sisters-road.

A railway (hereinafter called the Stratford Branch), and which will be wholly situate in the parish of West Ham in the county of Essex, commencing by a junction with the Colchester line of the Great Eastern Railway at or near the bridge carrying the road called the Grove over the said line, and terminating by a junction with the Northern and Eastern Railway at or near the bridge carrying the Temple Mill-lane over that railway.

Also to carry the line of the Epping Railway across the public carriage road leading from Theydon Bois to Epping in the parish of Theydon

Bois in the county of Essex, and numbered 27 in that parish on the plan referred to in "The Epping Railways Act, 1859," on the level thereof.

And it is proposed by the intended Act to authorize deviations from the line and levels of the railways as shewn upon the plan and section hereinafter referred to within the limits usually authorized by Parliament or to be prescribed by the said Act, and to confer upon the Company powers for the compulsory purchase of lands and buildings in the several parishes, townships, and places aforesaid, or some of them, for the purposes of the intended railways and works, and also the buildings known as All Saints' Church situate in Skinner-street, the Wesleyan Chapel and Sunday schools and dwelling-house situate in Angel-alley. Also certain lands, houses, and buildings adjoining and on both sides of Dunning-alley and between such alley and Sun-street, commencing at that part of Dunning-alley and Sun-street respectively which is situate 90 yards or thereabouts from the centre of Bishopsgate-street Without. Also certain lands, houses, and buildings bounded by Liverpool-street, Liverpool-buildings, and Bishopsgate-street Without by a straight line drawn from Liverpool-buildings to Bishopsgate-street Without, at a distance of 30 yards or thereabouts from north side of Liverpool-street, all in the parish of St. Botolph Bishopsgate-street in the city of London. Also certain lands, houses, and buildings (including part of Thomas-street) in the parishes of St. Matthew, Bethnal Green, and St. Mary Whitechapel, in the county of Middlesex, bounded on the north and east by property of the Company, on the south by White's-row and Bucks-row, and on the west by a straight line drawn from a point on the north side of White's-row 35 yards or thereabouts west from the north western corner of White's-row where it joins Thomas-street to the south-east corner and termination of Selby-freet East. Also powers for the purchase of lands and buildings by agreement, and to confirm the purchase or acquisition by the Company of all or any lands, houses, and buildings which may have been made by them prior to the passing of the intended Act, and to stop up, alter, or divert, temporarily or permanently, all or any roads, streets (including Thomas-street aforesaid), highways, streams, waters, water-courses, sewers, mains, pipes, bridges, telegraphic wires or apparatus, erections or works of any description which it may be necessary or convenient so 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 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 to apply to the purposes of the undertaking any funds belonging to the Company, or which they may be authorized to raise, and to raise further capital by the creation of ordinary guaranteed or preference shares or stock, or by mortgage or otherwise.

And it is proposed by the intended Act to alter, amend, or repeal certain of the provisions of the several local and personal Acts of Parliament following, or some of them (that is to say), "The Great Eastern Railway Act, 1862," "The Eastern Counties (Epping Lines) Act, 1862," "The Eastern Union Railway Act, 1862," "The Great Eastern Railway (Steamboats) Act, 1863," "The Great Eastern Railway (Additional Powers) Act,

1863," "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864," "The Great Eastern Railway (Junctions) Act, 1864," and "The Great Eastern Railway (Highborough Branch) Act, 1864."

And notice is hereby further given, that plans and sections in duplicate of the intended railways and of the lands to be taken under the compulsory powers of the Act, books of reference to such plans containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, and a published map with the lines of railway delineated thereon, shewing their general course and direction, will be deposited with the Clerk of the Peace for the county of Middlesex at his office in Clerkenwell, and with the Clerk of the Peace for the county of the city of London at his office in the Old Bailey, and with the Clerk of the Peace for the county of Essex at his office at Chelmsford, and that so much of the said plans, sections, and books of reference as relate to any parish or extra-parochial place within the limits of the metropolis as defined by the Act 18 and 19 Victoria, chapter 120, intituled "An Act for the better Local Management of the Metropolis" (except in the City of London), will be deposited with the Clerk of the Vestry of the parish at his office (if such parish be in Schedule A referred to in the said Act) or with the Clerk of the District Board in which such parish or extra-parochial place is situate at his office (if such parish or extra-parochial place be in Schedule B referred to in the said Act), or if such parish or extra-parochial place be in the city of London, or beyond the limits of the metropolis as defined in the said Act then in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place with the parish clerk of some parish adjoining thereto at his residence, and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this notice; and that copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated the 8th day of November, 1864.

Maynard and Son, 57, Coleman Street,
London, Solicitors for the Bill.

Rhyl and District Water Works.
(Incorporation of Company — Construction of Waterworks — Purchase of Existing Waterworks at Rhyl, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in session 1865, for leave to bring in a Bill to incorporate a Company (hereinafter called "The Company"), for better supplying with Water for domestic, public, and trade purposes, all or some of the towns, parishes, and places following, or some part or parts thereof, viz.: Rhyl and Rhyddlan, in the county of Flint; Pensarn, Abergelle, and Saint George, in the county of Denbigh; and Saint Asaph, in the counties of Flint and Denbigh; and also the Shipping in the harbour of Rhyl aforesaid.

And it is intended by the said Bill to confer upon the Company powers to make and maintain the following works.

1. A reservoir, with all necessary approaches, embankments, filtering beds, dams, sluices, culverts, shafts, byewashes, pipes, works, and conveniences connected therewith, to be situate in the townships of Carregfynydd and Dinasgafal, both or either of them, in the parish of Llanyfydd, in the county of Denbigh; and

certain land, part of Plasucha-farm, belonging to John Lloyd Wynne, Esq.; and now in the occupation of Henry Williams; and upon the stream commonly called or known by the name of Dolwen, otherwise Caren, otherwise Nantllwyd, about eleven hundred yards or thereabouts, southward of the junction of that stream with the River Elwy.

2. A reservoir, with all necessary approaches, embankments, filtering beds, dams, sluices, culverts, shafts, byewashes, pipes, works, and conveniences connected therewith, situate in the township of Meiriadog, in that part of the parish of Saint Asaph which is in the county of Denbigh, in a field called "Cae Richard," north-west of the homestead of Coed y brain, the property of the Reverend Thomas Wynne Edwards, and Edward Humphrey Griffiths, Esquire, or one of them, in the occupation of David Williams.
3. A conduit, or line of pipes, commencing from and out of the north side of the said Reservoir No. 1, and terminating on the south side of the said Reservoir No. 2, in the said parish of Saint Asaph; and passing from, in, through, or into, the several parishes, townships, extra-parochial and other places following, or some of them, that is say: Llanyfydd, Saint Asaph, Saint George, Carregfynydd, Dinasgafal, Meifod, and Meiriadog, in the county of Denbigh.
4. A conduit, or line of pipes, commencing from and out of the north side of the said Reservoir No. 2, and terminating at the north end of the High-street in the township of Rhyll, in the parish of Rhyddlan, in the county of Flint; which said line of pipes No. 4, will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, some or one of them, that is to say: Saint Asaph and Meiriadog, in the county of Denbigh, Saint Asaph, Rhyddlan, Bodelwyddan, Faenol, Pengwern, Brynbychan, Pentre, Bryn y wal, Scawen, Cefady, and Rhyll, in the county of Flint.
5. A conduit, or line of pipes, commencing on the north side of the said Reservoir No. 2, and terminating at or near to the southern entrance to the Abergelle Station of the Chester and Holyhead Railway, in the county of Denbigh; and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some or one of them (that is to say): Saint Asaph, Saint George, Abergelle, Meiriadog, Bodoryn, Bodtegwel, Hendregyda, Abergelle, Towyn, and Cegidog, in the county of Denbigh, Saint Asaph, Bodelwyddan, and Faenol, in the county of Flint.
6. A conduit or line of pipes, commencing at the said Reservoir No. 2, and terminating at or near the entrance of the Saint Asaph Station of the Vale of Clwyd Railway, in the parish of Saint Asaph, in the county of Flint; and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say): Saint Asaph, Meiriadog, and Wigfair, in the county of Denbigh; Saint Asaph, Bodelwyddan, Talar, Wigfair, and Gwernglefryd, in the said county of Flint.

To construct, maintain, lay down, repair, and renew filtering beds, dams, sluices, weirs, gauges, engines, wells, drains, cuts, mains, pipes, culverts, shafts, and bye-washes, and other requisite works, within the aforesaid parishes and places; and for the purposes of the Bill, to divert, alter, stop up, temporarily or permanently, break open, and to

lay down pipes and other works, in, under, or over any roads, ways, streets, bridges, public places, railways, canals, towing paths, sewers, drains, and watercourses, in or near to the parishes and places aforesaid.

The Bill will confer upon the Company powers for effecting the following objects, or some of them, viz. :—

To purchase, take, and hold, compulsorily or by agreement, lands, houses, waters, and other hereditaments and property, for the purposes of their undertaking, and also to take and acquire easements in and over the same; and to vary or extinguish all rights and privileges connected with any such lands, houses, waters, and hereditaments, and all other rights and privileges inconsistent with the objects and purposes of the Bill.

To collect and divert into the intended reservoirs, conduits, and other works, the waters of the said stream, called Dolwen, otherwise Caeren, otherwise Nantllwyd, and of any wells, springs, brooks, and streams, in the line of the intended works, or within the limits of deviations defined on the plans hereinafter mentioned.

To levy rates, rents, and charges, for the supply of water; to confer, vary, or extinguish exemptions from the payment thereof, to vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

To purchase, by compulsion or agreement, on such terms as the Bill may define, the existing water works in the townships of Rhyl, and Cefndy, in the parish of Rhyddlan, in the county of Flint, belonging to William Richardson, Esquire; and either to vest such works in the Company, and continue the same, or to discontinue them; and extinguish all rights and privileges connected therewith.

The Bill will enable the Company and all Local Boards of Health, Town Commissioners, Trustees, Surveyors, and other bodies and persons, within the parishes and places aforesaid, to contract and agree with respect to the supply of water in bulk or otherwise, for any purposes whatsoever; and will enable such Local Boards of Health, Town Commissioners, Trustees, Surveyors, or other bodies and persons, to appropriate and apply funds, and to raise additional funds by rates or otherwise for such purposes.

The Bill will also provide for the discharge of surplus water through existing drains or otherwise; and for preventing the waste and misuse of the water of the Company; and it will incorporate all or some of the provisions of "The Water Works Clauses Acts, 1847, and 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Companies Clauses Acts, 1845, and 1863;" and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads, the temporary occupation of lands, and such other matters as may be deemed expedient.

The Bill will alter, amend, or repeal some of the provisions of the Act 15 and 16 Vic., cap. 32, relating to the improvement of the township of Rhyl, and of any other Acts relating to the aforesaid towns, parishes, and places, or any of them.

On or before the 30th day of November, 1864, duplicate plans and sections, showing the lines, situation, and levels of the intended works, and the lands which may be taken for the purposes thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the

county of Denbigh, at his office in the town of Ruthin, and with the Clerk of the Peace for the county of Flint, at his office in Mold; and on or before the same day copies of so much of the said plans, sections, and book of reference as relate to each parish and extra-parochial place in or through which the intended works will be made or pass, with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish, with the parish clerk thereof at his residence, and in the case of any extra-parochial place with the parish clerk of the parish immediately adjoining thereto, at his residence.

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 9th day of November, 1864.

R. Montagu Preston, Chester, Solicitor.

William Bell, 26, Duke-street, Westminster
Parliamentary Agent

In Parliament—Session 1865.

Mellis and Eye Railway.

(Incorporation of a Company for making a Railway from the Great Eastern Railway at Mellis to Eye; Working by and Arrangements with the Great Eastern Railway Company; Powers over their Railway and Station at Mellis; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (herein called the Company), and to confer upon the Company the following, or some of the following, among other powers (that is to say):—

To make and maintain a railway, with all necessary works, stations, approaches, sidings, and other conveniences connected therewith, situate wholly in the county of Suffolk, commencing in the parish of Mellis by a junction with the Great Eastern Railway at a point 198 yards south-west of the goods warehouse of the Mellis station of that railway, and terminating in the parish of Eye, at or near Magdalene-street, at a point 14 yards west of a footpath leading from the said street to the old Flax Works, which said intended railway will pass from, through, or into the parishes and places following, or some of them; that is to say:—Mellis, Yaxley, Thrandeston, Brome, and Eye.

To purchase and take by compulsion or otherwise, for the purposes aforesaid, or any of them, lands, houses, and other property, hereditaments, and premises, and to vary and extinguish all existing rights and privileges connected with the lands, houses, and other property, hereditaments, and premises to be so purchased and taken, or which would in any manner impede or interfere with the construction, maintenance, or the use of the said railway and works connected therewith, or any of them, and to confer, vary, and extinguish other rights and privileges, and also to cross, stop up, alter, or divert, whether temporarily or permanently, any highways, turnpike or other roads, railways, tramways, streets, paths, passages, aqueducts, rivers, canals, brooks, streams, sewers, waters, watercourses, drains, and pipes, so far as it may be necessary or expedient for the purposes of making and maintaining the said railway, or any of the works, approaches, sidings, stations, or conveniences connected therewith respectively.

To levy tolls, rates, and duties in respect of the said intended railway and works, and for the conveyance of traffic thereon, and to alter existing

tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties.

To enable the Company to run over, work, and use, with their engines, carriages, and waggons of every description, and their clerks, officers, and servants, so much of the Great Eastern Railway as is situate within 300 yards to the south of the station at Mellis, and the station at Mellis, including that station, together with all the stations, sidings, watering places, water, platforms, approaches, turntables, and other works and conveniences connected with so much of the Great Eastern Railway as aforesaid, and with the said stations, upon such terms and conditions, and on payment of such tolls and charges as may be agreed upon, or in case of difference shall be settled by arbitration.

To enable the Company on the one hand, and the Great Eastern Railway Company on the other hand, from time to time to enter into arrangements and agreements with respect to the working, use, management, and maintenance, by the Great Eastern Railway Company, of the said intended railway and works, or any part thereof, and the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the said intended railway, the payments to be made, the conditions to be performed with respect to such working, use, maintenance, management, and the collection, appropriation, apportionment, or distribution of the revenues arising therefrom, and all incidental matters connected therewith.

To make provision for facilitating the interchange and transmission of all traffic whatsoever to, from, and over the said intended railway and the said Great Eastern Railway, and to secure through booking to, from, and over the said railway, and for fixing, ascertaining, limiting, reducing, and settling the tolls, rates, and charges to be levied and charged, and other terms and conditions to be imposed for or in respect of any of the purposes aforesaid, as may be necessary, and to authorise the Company and the Great Eastern Railway Company from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may be entered into, and in default of agreements, to confer all necessary powers for effecting the objects aforesaid, or any of them.

And it is intended, so far as it may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several Acts of Parliament following; that is to say:—"The Great Eastern Railway Act, 1862;" "The Eastern Counties Railway (Epping Lines) Act, 1862;" "The Great Eastern Railway (Additional Powers) Act, 1863;" "The Great Eastern Railway (Steamboats) Act, 1863;" "The Eastern Union Railway Act, 1862;" and the 27 and 28 Vic., caps. 95, 122, 282, and 308.

Duplicate plans and sections, showing the line, situation, and levels of the said intended railway and works, and the land in or through which the same is intended to be made, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Suffolk, at his office at Bury St. Edmund's, in the said county; and that on or before the 30th November instant, a copy of so much of the said plans, sections, and a book of reference, as relate to each parish, division of parish, or extra-parochial place in or through which the said intended railway and works will be made, together with a copy of the said Gazette

notice, will be deposited for public inspection with the parish clerk of such parish, at his residence; and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 10th day of November, 1864.

Henry Moon, 6, Manchester-buildings,
Westminster, Parliamentary Agent.

Alexandra (Newport) Docks.

(Incorporation of Company; Construction of Docks, Railways, Reservoirs, Pipe Track, and other Works, on the west side of the River Usk; Arrangements with and other provisions affecting the Great Western, the London and North-Western, and the Brecon and Merthyr Tydfil Junction Railway Companies; the Monmouthshire Railway and Canal Company, the Newport Dock Company, and the Right Honourable Lord Tredegar; Powers to some of those Companies to subscribe towards undertaking; Compulsory Purchase of Land; Variations of and Exemptions from Existing Tolls, Rates, and Dues, Jurisdictions and Privileges; Amendment of Acts.)

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

To incorporate a Company (hereinafter called "the Company") for the purposes of the Bill, and to authorize them to make and maintain the works, and exercise the powers following, or some of them, viz:—

To make and maintain on the west side of the River Usk a dock or docks, with basins, locks, graving-docks, entrance gates, approaches, roads, quays, jetties, shipping places, staiths, landing slips, stairs, and stages, tugboats, dredging machines, and boats, wharves, wharf walls, embankments, warehouses, custom-houses, tramways, cranes, drops, dolphins, buoys, moorings, and other works and conveniences connected therewith, upon the lands next hereinafter described, that is to say: Lands wholly in the parish of Saint Woollos, and county of Monmouth, bounded towards the east as to part thereof by a field belonging to Lord Tredegar, and leased to the Tredegar Wharf Company, and numbered 556 on the tithe commutation map of the parish of St. Woollos; as to other part by a private railway, or road, belonging to Lord Tredegar, leading from Pillgwenlly to the Cork Steam Packet Company's Wharf, and as to the remainder, by and extending to low water mark of the River Usk; towards the south by an imaginary line drawn at right angles to the west bank of the River Usk from the same low water mark at a point opposite or nearly opposite the centre of a field belonging to Lord Tredegar, numbered 603 on the said tithe commutation map, to the east bank of the River Ebbw; towards the west by an imaginary line drawn from the point where the lastly-described imaginary line would meet the River Ebbw, to the east bank of that river, at a point in the field belonging to Lord Tredegar, numbered 562 on the same tithe commutation map, where a pill or creek enters the said river, and thence along the east side of the said pill or creek, and along Maes Glaes Reen or Waterway, to the north-west corner of the field belonging to Lord Tredegar, numbered 468 on the same tithe commutation map, and towards the north in part by an

imaginary line drawn from the north-west corner of the last-mentioned field, to the north-east corner of the field belonging to Lord Tredegar, numbered 553 on the same tithe commutation map; in other part by the northern fence or boundary of the fields belonging to Lord Tredegar, numbered 554 and 555 respectively on the same tithe commutation map, and as to the remaining part by the boundary of the municipal borough of Newport.

To make and maintain the following railways, with all necessary and proper approaches, stations, sidings, and other accommodations:—

1st. A railway (No. 1) wholly in the said parish of St. Woollos, and county of Monmouth, commencing at or near the north-east corner of the field numbered 468 on the tithe commutation map above mentioned, and terminating by a junction with the Western Valleys line of the Monmouthshire Railway and Canal Company, near the Waterloo Turnpike Gate, on the turnpike-road leading from Newport to Cardiff.

2ndly. A railway (No. 2) wholly in the parish of St. Woollos, and county of Monmouth, commencing by a junction with the intended railway No. 1, at or near its intended commencement as above described, and terminating by a junction with the South Wales Railway of the Great Western Railway Company, at or near the Maes Glas Farm occupation bridge over that railway, in the field numbered 435 on the tithe commutation map aforesaid.

3rdly. A railway (No. 3) wholly in the said parish of St. Woollos, and county of Monmouth, commencing by a junction with the intended railway No. 2, in or near the field belonging to Lord Tredegar, numbered 463 on the tithe commutation map aforesaid, and terminating by a junction with the South Wales Railway aforesaid, at or near the point where the last-mentioned railway passes under the Western Valleys line of the Monmouthshire Railway and Canal Company.

4thly. A railway (No. 4) commencing in the parish of St. Woollos, and county of Monmouth, by a junction with the intended Railway No. 1, in or near the field belonging to Lord Tredegar, numbered 471 on the said tithe commutation map, and terminating in the parish of Malpas, in the same county, by a junction with the Eastern Valleys line of the Monmouthshire Railway and Canal Company, at or near the point where that railway crosses the Malpas Brook, forming the boundary between the said parishes of St. Woollos and Malpas, which intended Railway No. 4 will be made to pass from, in, through, or into the parishes, townships, extra-parochial and other places of St. Woollos (parish and township), Newport, and Malpas, or some or one of them, all in the county of Monmouth.

5thly. A railway (No. 5) wholly in the parish of St. Woollos, and county of Monmouth, commencing by a junction with the intended Railway No. 1, at or near the point of intended junction as above described with that Railway No. 1, of the intended Railway No. 4, and terminating in or near the field belonging to Lord Tredegar, numbered 554 on the said tithe commutation map.

6thly. A railway (No. 6) wholly in the parish of St. Woollos, and county of Monmouth, commencing by a junction with the intended Railway No. 1, in or near the field belonging to Lord Tredegar, numbered 471 on the tithe commutation map aforesaid, and terminating by a junction with the Western Valleys Railway of the Monmouthshire Railway and Canal Company, on the pill bank of that railway, near the weighing machine belonging to the last-mentioned Company.

To divert or alter the public road called Mendlegyff-road, leading from Mendlegyff-common to the parish church of St. Woollos, and also to divert

or alter the sewers or reens adjoining and on either side of the said public road, which respective diversions or alterations will be respectively wholly in the parish of St. Woollos, and county of Monmouth, and will respectively commence at or near the north-east corner of the field on the west side of the said road and reens, and numbered 546 on the tithe commutation map aforesaid, and will respectively terminate at or near the north-east corner of Mendlegyff-common aforesaid.

And it is intended by the Bill to define or prescribe the gauge or gauges on which the said several intended railways to be authorized by the Bill shall be constructed and maintained, and if necessary to exclude or limit the operation with respect to these railways, or some of them, of the provisions or some of the provisions of the Act of the 9th and 10th years of the reign of Her present Majesty, intituled "An Act for Regulating the Gauge of Railways."

And it is also intended by the Bill to vest in the Company, and in the adjoining owners, or in some or one of them, so much of the sites of the public road and sewers or reens, to be diverted or altered as aforesaid, as will lie between the commencement and termination of the several diversions or alterations thereof to be authorised by the Bill.

To enable the Company to make and maintain a reservoir or reservoirs wholly within the hamlet of Duffryn, in the parish of Bassaleg, in the county of Monmouth, upon or in a piece of land belonging to Lord Tredegar, numbered 125 on the tithe commutation map of the parish of Bassaleg aforesaid.

To make and maintain a pipe track, conduit or culvert, commencing in the hamlet of Duffryn, in the parish of Bassaleg, in the county of Monmouth, in and out of the intended reservoirs above described, or one of them, and terminating in the parish of St. Woollos, in the county of Monmouth, in the proposed new dock or docks, at or near the field belonging to Lord Tredegar numbered 560 on the tithe commutation map aforesaid, which intended pipe track, conduit, or culvert will be wholly within the hamlet of Duffryn, and the parish of St. Woollos aforesaid.

To enable the Company to divert and convey the waters of the brook or stream forming the south-western boundary of the said field numbered 125 on the tithe commutation map of Bassaleg aforesaid, into the intended dock or docks.

To divert water from the rivers Usks and Ebbw into the intended docks.

To dredge, scour, and deepen from time to time all channels from time to time forming a means of access to the intended docks, basins, and works.

To cross, stop up, alter, and divert, for the purposes of the Bill, and either temporarily or permanently, roads, ways, railways, tramways, cuts, creeks, channels, rivers, streams, sewers, reens, drains, and embankments within the parishes and places before named.

To purchase by compulsion and by agreement, lands, houses, and hereditaments within the before-named parishes and places, for the purposes of the Bill.

To levy tolls, rates, dues, wharfage, and other charges on shipping, and on goods, animals, and persons, at, upon, or in respect of the intended docks, basins, railways, works, and conveniences, and to confer exemptions from the payment of such tolls, rates, dues, and charges.

To vary the tolls, rates, dues, and charges which the Commissioners of the port or harbour of Newport, in the county of Monmouth, or the Pilotage Commissioners of that port, or any other bodies, or body, are by Act of Parliament, charter, prescription, usage, or otherwise now authorised to levy, fix, or collect on or in respect of shipping,

goods, animals, and persons, or for pilotage or otherwise, within the port of Newport, or the river Usk, upon terms and conditions to be determined or prescribed by or under the Bill, and to confer exemptions from the payment of such tolls, rates, dues, and charges respectively.

To make provision for the management, use, regulation, and protection of the intended docks, basins, railways, works, and conveniences, the regulation and control of shipping, persons, animals, and goods, frequenting, or using, or approaching to, or departing therefrom, the pilotage of shipping, the appointment, regulation, and dismissal of dock masters, pilots, and other officers, and the imposition of penalties and restrictions.

To sanction and give effect to contracts and arrangements between the Company and the Great Western Railway Company, the Monmouthshire Railway and Canal Company, the London and North-Western Railway Company, the Brecon and Merthyr Tydfil Junction Railway Company, the Newport Dock Company, and the Right Honourable Lord Tredegar, and to enable the Company, and the said several Companies and persons, or any of them, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the purchase, leasing, appropriation to, and construction, maintenance, use, ownership, and management, by all or any of the contracting parties, of their respective docks, railways, tramways, embankments, wharves, piers, slips, works, and property, the construction and maintenance of junctions and communications between their respective works, the making, laying down, maintenance, working, ownership, and use of railways, tramways, and sidings, piers, wharves, slips, embankments, buildings, and other conveniences, by all or any of the contracting parties, the construction of their respective works, and the exercise of their respective powers, in connection with, and so as to assist the undertakings and works of each other, the alteration, suspension, or modification of such works, and powers for that purpose, the accommodation and transmission of the traffic of, or destined for, or coming from their respective undertakings, the fixing and levying of their respective tolls, rates, dues, and charges, and the allowance of exemptions, compositions, drawbacks, and reductions, the rents, contributions, payments, and allowances to be paid and allowed by and between the contracting parties, and all incidental matters.

To empower the Monmouthshire Railway and Canal Company, the Brecon and Merthyr Tydfil Junction Railway Company, the Great Western Railway Company, and the London and North-Western Company, to take and hold shares in and subscribe towards the said intended undertaking of the Company, or any part thereof, and to guarantee to the Company interest, dividend, or annual or other payments, and for those purposes to empower the said several Companies to apply their corporate funds and revenues, and to raise further capital, by the creation of new shares or stock in their respective undertakings, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, and by borrowing on mortgage or otherwise.

To enable the several Companies and persons hereinbefore-mentioned, or some or one of them, to appoint directors or additional directors of the Company.

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

To amend or repeal (so far as requisite for the purposes of the Bill) the following Acts of Parliament, viz.,—5 and 6 William IV., cap. 107; 18

and 19 Vic., cap. 98; 21 and 22 Vic., cap. 146; 22 and 23 Vic., cap. 22; 25 and 26 Vic., caps. 161, 167, and 178; 26 and 27 Vic., caps. 113 and 118; and 27 and 28 Vic., caps. 176 and 306; relating to South Wales and Great Western Railway Companies. 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. 75, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 132, 134, 196, 208, 219, 223, and 234; 25 and 26 Vic., caps. 66, 98, 104, 124, 171, 198, 208, and 209; 26 and 27 Vic., caps. 5, 77, 79, 108, 177, 208, and 217; and 27 and 28 Vic., caps. 62, 194, 196, 226, 263, 288, 296, and 309, relating to the London and North-Western Railway Company; 22 and 23 Vic., cap. 68; 23 and 24 Vic., cap. 17; 24 and 25 Vic., caps. 10, 227, and 235; 25 and 26 Vic., cap. 184; 26 and 27 Vic., caps. 196 and 202; and 27 and 28 Vic., caps. 265 and 304, relating to the Brecon and Merthyr Tydfil Junction Railway Company; 32 Geo. 3, cap. 102; 37 Geo. 3, cap. 100; 42 Geo. 3, cap. 115; 8 and 9 Vic., cap. 169; 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 25 and 26 Vic., cap. 208, relating to the Monmouthshire Railway and Canal Company; 5 and 6 Wm. 4, cap. 75; 2 and 3 Vic., cap. 74; 4 and 5 Vic., cap. 51; 7 and 8 Vic., cap. 78; and 17 and 18 Vic., cap. 185, relating to the Newport Dock Company; 6 and 7 Wm. 4, cap. 66, relating to the Newport Harbour Commissioners; and 47 Geo. 3 (session 2) cap. 33; and 24 and 25 Vic., cap. 236, relating to the Pilotage Board for the port of Newport.

And notice is hereby also given, that plans and sections of the proposed docks, railways, diversions, or alterations of road and reens, reservoirs, pipe track, or conduit, and works, with a book of reference to such plans, plans of the lands and houses to be taken compulsorily under the powers of the Bill, with the book of reference to such last-mentioned plans, a published map with the line of the proposed railways delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1864, be deposited for public inspection with the Clerk of the Peace for the county of Monmouth, at his office at Newport, in that county. And that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference, as relates to each parish, or extra-parochial place, in or through which the said docks, railways, diversions, or alterations of road and reens, reservoirs, pipe track, or conduit, and works, or any part of them are or is intended to be made, and a copy of so much of the said plans of the lands and houses to be taken compulsorily under the powers of the Bill, and of the book of reference thereto, as relates to each parish or extra-parochial place in which such lands, or any part thereof, are or is situate, together with a copy of this notice as published in the London Gazette, will be deposited in the case of each parish with the parish clerk thereof, at his residence, and in the

case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 9th day of November, 1864.

Carlisle and Ordell, 8 New-square, Lincoln's Inn.

Henry John Davis, Newport, Mon.,
Solicitors to the Bill.

In Parliament.—Session 1865.

Carnarvon and Llanberis Railway.

(Junction with Bangor and Carnarvon Railway and Branch in Bettws Garmon Valley; Powers to London and North-Western and Nantlle Railway Companies.)

NOTICE is hereby given, that the Carnarvon and Llanberis Railway Company (who are herein referred to as "the Company") intend to apply to Parliament, in the next Session thereof, for leave to bring in a Bill to enable them to make and maintain the railways hereinafter mentioned, or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

1. A railway in Carnarvon, commencing by a junction with the authorised line of the Carnarvon and Llanberis Railway, in a field in the parish of Llanbeblig, numbered 36 upon the deposited plans referred to in the "Carnarvon and Llanberis Railway Act, 1864," at or near 7 furlongs and 7 chains, as marked and measured upon the said plans, and terminating by a junction with the Bangor and Carnarvon line of the London and North-Western Railway, at a point about 14 feet southwards of the south end of the passenger platform of the Carnarvon Station of the said Bangor and Carnarvon Line.

The said intended railway will be wholly situate in the said parish of Llanbeblig, in the county of Carnarvon.

2. A railway commencing by a junction with the authorised line of the Carnarvon and Llanberis Railway, in a field in the parish of Llanrug, numbered 98 on the said deposited plans, passing thence through or into the following parishes and places, or some of them (that is to say):—Llanrug, Llanfair-is-gaer, Llanbeblig, Llanwnda, Beddgelert, and Bettws Garmon, all in the county of Carnarvon, and terminating in the said parish of Beddgelert, at or near an old slate quarry tip, in a field called Cae-Gloddfa, belonging to the trustees of the late Aasheton Smith, and in the occupation of Richard Evans.

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

To enable the Company to form junctions and communications (where necessary) with the rails of the said Bangor and Carnarvon Railway, and otherwise to interfere with that railway and the lands and works thereof, and to regulate such junctions and the use thereof; to deviate from the lines of railway to any extent within the limits of deviation to be shown upon the deposited plans; to cross, divert, alter, or stop up, whether temporarily or permanently, roads, drains, pipes, sewers, streams and water-courses, as far as may be necessary in constructing or maintaining the said intended railways and works; to purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railways and works; to levy tolls, rates, and charges in respect thereof; and to exercise other rights and privileges.

To authorize the Company to apply their existing funds, and any monies which they have still

power to raise, to the purposes of the said railways and works; and for the same purposes, as well as for the general purposes of their existing 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 upon the terms and conditions to be stated in the Bill.

To authorise the Nantlle Railway Company, and the London and North-Western Railway Company, or either of those Companies, to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and if necessary, out of capital to be raised by them respectively under the powers of the Bill, by shares or stock, and by loan, and with or without any priority of dividend or interest, and other advantage over their respective existing and authorised capitals; and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividends upon the said capital or any part thereof, and to appoint directors of the Company.

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

To enable the Company on the one hand, and the Nantlle Railway Company on the other hand, to agree as to the vesting of the powers to construct the proposed railway firstly hereinbefore described jointly in the Company and the said Nantlle Railway Company, and for the joint ownership, working, and use of that railway, with power to appoint a joint committee for carrying such joint powers and ownership into effect.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts' Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of "The Carnarvon and Llanberis Railway Act, 1864," and of the following and of any other Acts relating to the London and North-Western Railway Company, viz., 9 and 10 Vic. cap. 204; and the 27 and 28 Vic. caps. 194, 226 and 296; and also the following and of any other other Acts relating to the Nantlle Railway Company, viz., 6 Geo. 4. cap. 63; 7 and 8 Geo. 4. cap. 3; and 9 Geo. 4. cap. 62.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property, in or

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

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

Dated this 11th day of November, 1864.

Gregory, Champion, and Eady, 18, Park-street, Westminster.

Powell and Roberts, Carnarvon.

Solicitors for the Bill.

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

In Parliament—Session 1865.

Connah's Quay Railways and Docks.

(Wrexham Mold and Connah's Quay Railway.)

(Construction of Branch Railways from the Wrexham, Mold, and Connah's Quay Railway to Connah's Quay; New Docks and Works; Compulsory Purchase of Lands, Tolls, Additional Capital; Agreements with the Company of Proprietors of the Undertaking for Recovering and Preserving the Navigation of the River Dee, and the River Dee Commissioners; Subscriptions by the said Company of Proprietors; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill and to pass an Act to enable the Wrexham, Mold, and Connah's Quay Railway Company (hereinafter called "the Company,") to make and maintain the railways, docks, and works, hereinafter mentioned, or some part or parts thereof, together with stations, approaches, bridges, roads, works, and conveniences viz.:—

Railway No. 1.—A railway (hereinafter called Railway No. 1) commencing in the parish of Hawarden, in the county of Flint, by a junction with the line of Railway No. 2, authorised by "The Wrexham, Mold, and Connah's Quay Railway Act, 1862," (now in course of construction,) at or near the point where such railway crosses a public road leading from the Chester and Mold turnpike-road near Penymynydd to Buckley, and from thence passing from, in, through, and into the parishes, townships, extra-parochial, and other places following, or some or one of them, (that is to say), Ashton Baunel or Banel, Bretton, Broad Lane, Hawarden or Penarlrag, Buckley, Buckley Mountain, Mancot, Manor and Rake, Moore, Pentrobin, Saltney, Sealand, Shotton, Queen's Ferry, Ewloe Town, Ewloe Wood, Aston, Saint Marks, Northop, Wepre, Kelsterton, Golftyn, Soughton, Leadbrook Major, Lead-

brook Minor, Caerfallach, otherwise Caerfallwch, Connah's Quay, and the bed and shore of the River Dee, all in the county of Flint, and terminating in the Ecclesiastical District of Saint Marks, in the parish of Northop, in the county of Flint, by a junction with the Buckley Railway, at or near a point where the Queen's Ferry and Flint Turnpike Road passes by means of a bridge over the Branch of the Buckley Railway which joins the Chester and Holyhead Railway.

Railway No. 2.—A railway (hereinafter called Railway No. 2) commencing in the parish of Hawarden, in the county of Flint, by a junction with the before described Railway No. 1, at or near a point 100 yards or thereabouts, north of Killins Farm, in a field the property of the Right Honourable Earl Spencer, and in the occupation of Mr. Gregory Burnett, and which field is bounded on the south and west by a public road leading from Shotton and Killins Farms towards Connah's Quay, and is situate opposite to Killins Farm on the north side of the last-mentioned road from that farm house and buildings, and from thence passing from, in, through, and into the several parishes, townships, extra-parochial and other places following, or some or one of them (that is to say), Hawarden or Penarlrag, Mancot, Moore, Pentrobin, Saltney, Sealand, Shotton, Queen's Ferry, Aston, St. Marks, Northop, Wepre, Kelsterton, Golftyn, Soughton, Leadbrook Major, Leadbrook Minor, Caerfallach, otherwise Caerfallwch, and Connah's Quay all in the county of Flint, and terminating in the Ecclesiastical District of Saint Marks in the parish of Northop, in the county of Flint, by a junction with a siding of the Buckley Railway at a point 90 yards or thereabouts to the north-east of the bridge which carries the Chester and Holyhead Railway over the Buckley Railway, and on the easterly side and near to the Quay or Dock belonging to the Buckley Railway Company at Connah's Quay.

Railway No. 3.—A railway (hereinafter called Railway No. 3) commencing by a junction with the proposed Railway No. 1, in the parish of Hawarden in the county of Flint, in a field or enclosure belonging to the trustees of James Charles Deans Whitley Dundas, a minor, and in the occupation of Mr. Isaac Thompson, which said field is known by the name of the "Peg Field," and is distant about 300 yards in a westerly direction from Brick House Farm and is bounded on the south and west by a public road leading from Brick House Farm to Aston Cottage, and from thence passing from, in, through, and into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Hawarden, Broad Lane, Bretton Manor and Rake, Saltney, Moore, Sealand, Shotton, and Queen's Ferry, all in the county of Flint, and terminating in the parish of Hawarden, in the county of Flint, by a junction with the existing line of railway belonging to Sir Stephen Richard Glynné, Bart., at or near the termination of such railway at Mancot Old Bank Colliery.

An embankment or sea wall in connection with the works hereinafter-mentioned for reclaiming land from the sea and the river Dee, commencing in the parish of Northop, in the county of Flint, from and out of the said river, at or near a point 330 yards or thereabouts, measured in a westwardly direction from a point on the said river opposite the powder magazine, in the occupation of Richard Griffiths or

his under-tenants, and terminating in the Ecclesiastical District of Saint Marks, in the parish of Northop, in the county of Flint, at or near a point on the said river distant one mile or thereabouts measured in a westwardly direction from the said commencement at or near an imaginary line drawn due north from or near a point on the Chester and Holyhead Railway 470 yards or thereabouts in a westerly direction from the bridge which carries the Chester and Holyhead Railway over the Buckley Railway, and such embankment or sea wall will be wholly situate in the several parishes, townships, and places following, or some or one of them (that is to say):—Saint Marks, Northop, Wepre, Kelsterton, Goltyn, Soughton, Leadbrook Major, Leadbrook Minor, Caerfallach, otherwise Caerfallwch, Connah's Quay, and the bed and shore of the river Dee, all in the county of Flint.

A new cut or channel for altering the course of the navigable channel of the River Dee, near Connah's Quay, in the county of Flint, commencing in the parish of Northop, in the county of Flint, from and out of the said river, at or near a point 300 yards or thereabouts, measured in a westwardly direction from a point in the said river opposite the powder magazine in the occupation of Richard Griffiths, or his under-tenants, and terminating in the Ecclesiastical District of Saint Marks, in the parish of Northop, in the county of Flint, at or near a point in the said river distant one mile or thereabouts in a westwardly direction from the said commencement, and at or near an imaginary line drawn due north, from or near a point on the Chester and Holyhead Railway, 470 yards or thereabouts, in a westerly direction from the bridge which carries the Chester and Holyhead Railway over the Buckley Railway, and which said new cut or channel will be wholly situate in the several parishes, townships, and places following, or some of them (that is to say):—St. Marks, Northop, Wepre, Kelsterton, Goltyn, Soughton, Leadbrook Major, Leadbrook Minor, Caerfallach, otherwise Caerfallwch and Connah's Quay, and the bed and shore of the river Dee, all in the county of Flint.

A dock or docks, with suitable piers, walls, locks basins, graving docks, gates, bridges, arches, quays, sluices, culverts, landing places, wharves, works, and conveniences connected therewith, communicating with the River Dee, and situate partly on the mainland and partly on the river and estuary of the Dee, and which said docks and works will commence in the Ecclesiastical District of Saint Marks, in the parish of Northop, in the county of Flint, at or near an imaginary line drawn due north from or near a point on the Chester and Holyhead Railway, 470 yards or thereabouts, in a westerly direction from the bridge which carries the Chester and Holyhead Railway over the Buckley Railway, and will terminate in the parish of Northop, in the county of Flint, at or near an imaginary line drawn due north, from a point on the Chester and Holyhead Railway, 120 yards or thereabouts, measured in an eastwardly direction from the bridge which carries the Chester and Holyhead Railway over the Wepre Brook, and which said docks and works will be situate in the several parishes, townships, and places following, or some or one of them (that is to say):—St. Marks, Northop, Wepre, Kelsterton, Goltyn, Soughton, Leadbrook Major, Leadbrook Minor, Caerfallach, otherwise Caerfallwch and Connah's Quay, and the bed and shore of the River Dee, all in the county of Flint.

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.

To divert the waters of the said River Dee, and of the Wepre Brook or gutter, and the tributaries

thereof respectively into the intended new cut, docks, and works.

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, docks, cut, and works, or any of them.

To purchase, by compulsion or otherwise, any lands and houses for the purposes of the said intended railways, docks, cut, 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, docks, cut, and works, or any of them.

To levy tolls, rates, and duties, for or in respect of the use of the said intended railways, docks, and works, and upon all ships and vessels entering into and using the said docks or works connected therewith, to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To regulate the passage and navigation, anchoring and lying of all vessels, ships and craft, in the docks and works of the Company and along or in the River Dee adjoining, and opposite to the works of the said Company, and for that purpose to appoint officers and to make bye-laws, and to impose regulations and penalties, and to place buoys, lights, beacons, chains, posts, and other conveniences, in the Dee, and on the banks thereof, and to make further provisions for the better access to protection, preservation, and management, and use of the quays, wharves, staiths, landing places, and works of the Buckley Railway Company, and to exclude, restrict, alter, or modify existing jurisdictions, rights, powers, and privileges over or affecting the River Dee or the navigation thereof, within, adjoining, or opposite to the works of the Buckley Railway Company, at or near Connah's Quay aforesaid.

To confirm any agreement or agreements entered into or which may hereafter be entered into between the said Company, the Buckley Railway Company and the Company of Proprietors of the undertaking for recovering and preserving the navigation of the River Dee or with the River Dee Commissioners, or either of those bodies, for a sale of land by them to the Company, and for carrying into full and complete effect the objects and purposes of the said intended Bill.

To enable the said Company of Proprietors of the undertaking for recovering and preserving the navigation of the River Dee and the River Dee Commissioners, or either of them, to take shares in or subscribe towards the proposed undertaking, and for that purpose to apply any capital or funds now or which may hereafter belong to them or be under their control, and to enable such Company of Proprietors and Commissioners to raise further monies by the creation and issue of new shares or stock, or by mortgage or bonds with or without preference or priority in payment of interest or dividends, or to guarantee the payment of interest or dividends upon any portion of the capital of the Company, and to exercise certain rights and privileges with reference to the appointment of directors of the Company 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 Acts, 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, and to attach to the whole or any part of the capital of the Company already authorised to be raised by shares or by borrowing such preference or priority in the payment of interest or dividends as they may think fit.

To alter, amend, extend, and enlarge, and if need be, to repeal some of the powers and provisions of the following Acts, viz.:—"The Wrexham, Mold, and Connah's Quay Railway Act, 1862;" "The Wrexham, Mold, and Connah's Quay Railway Extension Act, 1864;" "the Buckley Railway Act, 1860;" and "the Buckley Railway Act, 1863."

Also the following Acts relating to the navigation of the River Dee, or some of them, viz.:—11 and 12 Wm. 3rd; 6 Geo. 2nd, cap. 30; 14 Geo. 2nd, cap. 8; 17 Geo. 2nd, cap. 28; 26 Geo. 2nd, cap. 35; 31 Geo. 3rd, cap. 88; and the Dee Standard Restoration Act, 1851; and any other Acts, Charters, or Grants relating to the before-mentioned Companies or Commissioners.

And notice is hereby further given, that duplicate plans and sections of the said intended railways, docks, cut, 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 the 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 Flint, at his office in Mold, 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, docks, cut, 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.

Thos. and Chas. Minshall, Oswestry, and
J. Devereux Pugh, Wrexham, Solicitors.
Wyatt and Metcalfe, 28, Parliament Street,
Westminster, Parliamentary Agents.

In Parliament—Session 1865.

Wrexham, Mold, and Connah's Quay Railway
(Dee Valley Branch).

Construction of Railway from the Wrexham, Mold, and Connah's Quay Railway, to Farndon, in the county of Chester; Compulsory purchase of lands, tolls, power to Drayton Junction Railway Company to subscribe; additional capital, amendment of Acts, and other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill and to pass an Act to enable the Wrexham, Mold, and Connah's Quay Railway Company (hereinafter called the Company) to make and maintain a railway hereinafter mentioned, or some part or

parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications connected therewith, commencing in the parish of Hanmer, in the county of Flint, by a junction with the line of railway No. 1, authorised by the Wrexham, Mold, and Connah's Quay Railway Extension Act, 1864, at or near a point marked on the deposited plans of such railway referred to in such Act as nine miles and two furlongs from the commencement thereof, and from thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them (that is to say), Hanmer, Haighton, Bronnington, Iscoyd, Worthenbury, Threapwood, Willington, Tybroughton, all in the county of Flint, Malpas, in the counties of Chester and Flint, Bickley, Hampton, Larton (otherwise Larkton), Duckington, Edge, Overton, Malpas, Choriton, Cuddington, Newton-juxta-Malpas, Stockton, Wichaugh, Wigland, Agden, Chidlow, Bradley, Macefen, Tushingham-cum-Grindley, Shocklach Church, Shocklach Oviatt, Caldecot, Tilston, Horton-by-Malpas, Grafton, Carden, Stretton, Farndon, Crew, Churton-by-Farndon, Barton, Clutton, King's Marsh, Coddington, Chowley, and Aldersey, all in the county of Chester, and terminating in the parish of Farndon, in the county of Chester, in a field the property of William Moss, Esq., and in the occupation of Mr. Henry Render, which field is situate opposite the junction of the road to Crew with the turnpike road from Farndon to Barton, north of the said turnpike road, opposite to a cottage belonging to Mr. George Thomas, and occupied by Edward Bithell.

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 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, or any of them.

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

To authorise the Drayton Junction Railway Company, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in and 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 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 the Drayton Junction Railway Company to guarantee the

payment of interest or dividends upon the whole or any portion of the capital of the Company; and to exercise certain rights and privileges with reference to the appointment of directors of the Company, or otherwise, as may be prescribed by the said intended Act.

To enable the Company, and the Drayton Junction Railway Company, to enter into agreements for an interchange of traffic; and for respectively working, maintaining, managing, and using their respective lines of railway and works, or any part or parts thereof.

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, and to attach to the whole or any part of the capital of the Company already authorised to be raised by shares or by borrowing, such priority or preference in the payment of interest or dividends as they may think fit.

To alter, amend, extend, and enlarge, and, if need be, to repeal some of the powers and provisions of The Wrexham, Mold, and Connah's Quay Railway Act, 1862; The Wrexham, Mold, and Connah's Quay Railway (Extension) Act, 1864; and The Drayton Junction Railway Act, 1864.

And notice is hereby given, that duplicate plans and sections of the said intended railway and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such 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 of Chester, at his office in Chester, in the said county, and with the Clerk of the Peace for the county of Flint, at his office at Mold, in the said county of Flint, 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 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 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.

Thos. and Chas. Minshall, Oswestry;

J. Devereux Pugh, Wrexham;

*Tilleard, Son, Godden, and Holme, 34,
Old Jewry;* Solicitors.

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

Cambrian Railways.

(Additional Powers).

(Abandonment of Wem Branch; Powers of Working Aberystwith and Welch Coast Railway, to Thomas Savin; Lease of Company's Undertaking, &c.; Increase of Capital; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to alter the provisions relating to the publication of notices with respect to the affairs of the Cambrian Railways Company (hereinafter called "the Company"), and to authorise the Company to abandon or relinquish the construction of the railway authorised by the Oswestry, Ellesmere, and Whitchurch Railway Extension Act, 1862, and therein called the Ellesmere and Wem line; and to repeal all or certain of the powers of the Company with reference to the railway to be so abandoned; and to relieve the Company of all penalties, contracts, and obligations with reference thereto; and to enable them to sell all or any of the lands which they may have purchased for the purpose of the railway to be so abandoned, and which may not be required for other purposes of the Company, and to appropriate the monies to be produced by the sale thereof.

And it is proposed by the intended Act to authorise a transfer to Thomas Savin, or otherwise to authorise him to have and exercise all or any of the powers, rights, and privileges of the Company, whether by agreement or otherwise, with respect to the working of the undertaking of the Aberystwith and Welch Coast Railway Company, or any part thereof, or otherwise to authorise and empower him to have, hold, and work the same.

And it is proposed by the intended Act to authorise a lease of the Company's undertaking, or any part thereof, and all or any of their railways, works, powers, rights, and privileges, to the London and North Western Railway Company, the Great Western Railway Company, and the said Thomas Savin, and any other Companies or Company, persons or person, or to any one or more of them, and either jointly as to the whole or several parts of the undertaking, or severally as to several parts thereof, for such rent or several rents, and upon such terms, conditions, covenants, and agreements as may be mutually agreed upon between the Company on the one hand, and the other Companies or persons, Company or person party to the lease, on the other hand, and to confer upon all such parties all powers that may be necessary or proper for carrying the lease or leases into full and complete effect.

And it is proposed by the intended Act to authorise the Companies hereinbefore mentioned or referred to raise money by the creation of ordinary guaranteed, or preference shares, or stock, or by mortgage, or otherwise, and to enter into such agreements or arrangements touching the premises as they may think proper, and to confirm any such agreements or arrangements as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to authorise the levying of tolls, rates, duties, and charges; the alteration of existing tolls, rates, duties, and charges, and the conferring, varying, or extinguishment of exemptions from payment of tolls, rates, duties, and charges, and to vary or extinguish all existing rights and privileges which would or might prevent or interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges, and to alter, amend, or repeal certain of the provisions of the several local and personal Acts following, or some of them (that is to say): Acts relating to the Cambrian Railways Company, 27th and 28th Vic., chaps. 97, 147, 161,

262, and 263, and any other Acts relating to that Company; Acts relating to the Aberystwith and Welch Coast Railway Company, Acts (local) 24th and 25th Vic., chap. 81; 25th and 26th Vic., chaps. 176 and 212; 26th and 27th Vic. chaps. 141 and 179; and 27th and 28th Vic., chap. 147, and any other Acts relating to that Company; "the Oswestry, Ellesmere, and Whitchurch Railway Extension Act, 1862;" "the Corris, Machynlleth, and River Dovey Railway Act, 1852;" "the Corris Machynlleth, and River Dovey Tramroad Act, 1858;" and the Corris Railway Act, 1864; Acts relating to the London and North Western Railway Company (that is to say); Acts (local) 8th and 9th Vic., chaps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9th Vic., chap. 67; 9th and 10th Vic. chaps. 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; 10th and 11th Vic., chaps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12th Vic. chaps. 58, 60, and 130; 12th and 13th Vic., chap. 74; 13th and 14th Vic., chap. 36; 14 Vic., chap. 28; 14 and 15 Vic., chap. 94; 15th Vic., chaps. 98 and 105; 16 and 17th Vic. chaps. 97, 110, 157, 160, 161, 205, 216, and 222; 17th and 18th Vic., chaps. 201 and 204; 18th and 19th Vic. chaps. 172 and 194; 19th and 20th Vic., chaps. 52, 69, and 123; 20th and 21st Vic., chaps. 64, 98, and 108; 21st and 22nd Vic. chaps. 130 and 131; 22nd and 23rd Vic., chaps. 1, 2, 5, 88, 113, 124, 126, and 134; 23rd and 24th Vic., chaps. 77 and 79; 24th and 25th Vic., chaps. 66, 110, 123, 128, 130, 208, and 223; 25th and 26th Vic., chaps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26th and 27th Vic., chaps. 5, 77, 79, 108, 110, 152, 177, and 217; 27th and 28th Vic., chaps. 62, 194, 200, 219, 220, 226, 263, 288, 296, and 309; and all other Acts relating to the London and North Western Railway Company; the Act passed in the 5th and 6th years of William IV., intituled "An Act for making a railway from Bristol to join the London and Birmingham Railway near London, to be called the Great Western Railway, with branches therefrom to the towns of Bradford and Trowbridge, in the county of Wilts;" the Great Western Railway ("West Midland Amalgamation") Act, 1863; and the several other Acts relating to or affecting the Great Western Railway Company.

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, Solicitors for the Bill.

Sussex Central Railway.

(Incorporation of Company with power to make Railway from the South-Eastern Railway at Ticehurst to the Ouse Valley Railway at Framfield; Powers of Subscriptions, &c., to South-Eastern and London, Brighton, and South Coast Companies; Agreements for Maintenance, Working, Use, &c., and as to Traffic; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for an Act to incorporate a Company (hereinafter called "The Company") and to authorise the Company to make and maintain a railway with all necessary and proper stations, works, and conveniences connected therewith, commencing by a junction with the Tunbridge and Hastings Branch of the South-Eastern Railway, at or near

the first bridge over the railway, east of Ticehurst-road station, in the parish of Ticehurst in the county of Sussex, 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, Ticehurst, Burwash, Brightling, Dallington, Heathfield, Warbleton, Hellingly, Waldron, East Hoathly, and Framfield, and terminating in the last-mentioned parish, by a junction with the authorised line of the Ouse Valley Railway, at or near the point where the road leading from Framfield to Great Horstead and Ringmer crosses the brook which flows at the bottom of the valley, between Upper Brook House and Lower Brook House in the same parish.

And it is proposed by the intended Act, to authorise deviations from the line and levels of the railway as shown upon the plan and section, hereinafter referred to, within the limits usually authorised by Parliament, or to be prescribed by the said Act, and to confer upon the Company 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, watercourses, mains, pipes, bridges, telegraphic 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 or 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 authorise the South-Eastern Railway Company and the London, Brighton, and South Coast Railway Company respectively, or either of them, to subscribe towards the proposed undertaking, and to hold shares in the capital of the Company and appoint directors thereof, and to raise any amount which may be subscribed by them by the creation of new ordinary, guaranteed, or preference shares or stock in their own undertaking, or by mortgage or otherwise, or to apply to the purposes of their subscription, any money raised or authorised to be raised by them, but which may not be wanted for the purposes for which it was authorised to be raised.

And it is proposed by the intended Act to authorise the Company on the one hand, and the South-Eastern and London, Brighton, and South Coast Railway Companies respectively, or either of them, on the other hand, to enter into agreements with respect to the several matters aforesaid, and with respect to the maintenance, working, and use of the intended railway and works, and the providing of rolling stock, and every other matter incidental to such maintenance, working, and use, and for collecting, through-booking, and invoicing, transmitting, interchanging, forwarding, conveying, and delivery of traffic from, to, and over the intended railway, and the railways of the other Companies or Company, parties to any such agreement, and otherwise with respect to the traffic of such Companies, or any or either of them, and to confer upon the said Companies, or any of them, all or any powers necessary, proper, or convenient for carrying out such agreement or arrangement into effect, and to alter, amend, or repeal certain of the provisions of the several Acts of Parliament

following, or some of them, that is to say, Acts relating to the South-Eastern Railway Company, 6 Wm. IV., cap. 75; 1 Vict., cap. 93; 2 Vict., cap. 42; 2 and 3 Vict., cap. 79; 3 Vict., cap. 46; 5 Vict., Sess. 2, cap. 3; 6 and 7 Vict., caps. 51, 52, and 62; 7 Vict., cap. 25; 7 and 8 Vict., caps. 69 and 91; 8 and 9 Vict., caps. 167, 186, 197, and 200; 9 Vict., caps. 55, 56, and 64; 9 and 10 Vict., caps. 305 and 399; 10 and 11 Vict., caps. 104 and 230; 13 and 14 Vict., cap. 31; 15 and 16 Vict., cap. 103; 16 and 17 Vict., caps. 116, 121, 130, and 156; 18 and 19 Vict., cap. 16; 20 and 21 Vict., cap. 155; 22 and 23 Vict., cap. 35; 24 Vict., cap. 12; 24 and 25 Vict., cap. 191; 25 and 26 Vict., cap. 96; 26 and 27 Vict., cap. 115; 27 and 28 Vict., caps. 98, 98, and 311; and any other Acts relating to that Company; Acts relating to the London, Brighton, and South Coast Railway Company, viz.: 5 and 6 Wm. IV., cap. 10; 6 and 7 Wm. IV., cap. 121; 7 Wm. IV., and 1 Vict., cap. 119; 1 and 2 Vict., cap. 20; 2 and 3 Vict., cap. 18; 3 and 4 Vict., cap. 129; 6 and 7 Vict., caps. 27 and 62; 7 and 8 Vict., caps. 67, 91, 92, and 97; 8 and 9 Vict., caps. 52, 113, 196, 199, and 200; 9 and 10 Vict., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict., caps. 167, 244, and 276; 11 and 12 Vict., cap. 136; 16 and 17 Vict., caps. 41, 86, 88, 100, and 180; 17 and 18 Vict., caps. 61, 68, and 210; 18 and 19 Vict., caps. 114 and 169; 19 and 20 Vict., caps. 87, 92, and 105; 20 and 21 Vict., caps. 60, 72, 133, and 143; 21 and 22 Vict., caps. 57, 84, 101, 104, and 118; 22 Vict., cap. 3; 22 and 23 Vict., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vict., caps. 109, 158, 171, 172, and 174; 24 and 25 Vict., caps. 120, 174, and 234; 25 and 26 Vict., caps. 68, 78, 151, and 210; 26 and 27 Vict., caps. 137, 142, 192, 218, and 227; 27 and 28 Vict., caps. 35, 123, 154, 172, 274, 314, and any other Acts relating to that Company. And notice is hereby further given, that a plan and section, in duplicate, of the intended railway, and of the lands to be taken under the compulsory powers of the Act, a book of reference to the plan, containing owners and lessees, or reputed owners or lessees, and of the occupiers of such lands, and a published map with the line of railway delineated thereon, showing its general course and direction, will be deposited with the Clerk of the Peace for the county of Sussex, at his office, at Lewes, 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 parish clerk of each such parish, at his residence, and in the case of an extra-parochial place, with the parish clerk of some parish 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, at the House of Commons, before the 24th day of December next.

Dated, November 10th, 1864.

Peter de L. Long, 1, Raymond Buildings,
Gray's Inn, London, Solicitor to the Bill.

Ryde Pier Tramways.

(Formation and maintenance of Tramways to connect Ryde Pier Company's Pier with Isle of Wight Railway—Floating Baths—Purchase of Lands—Tolls—Working Arrangements—Traffic facilities—Isle of Wight Ferry Company's works—Additional Capital—Amendment of Acts.)

THE Ryde Pier Company (herein called "The Company") intend to apply to Parliament, in the next session, for leave to bring

in a Bill for an Act for all or some of the following purposes:

For authorising the Company to make and maintain—

(1.) A tramway or railway (herein called "Tramway No. 1"), commencing by a junction with the tramway or railway on the Ryde Pier, at or near its southern terminus, and terminating at a point in East-street, in the town of Ryde, in the parish of Newchurch, thirty-eight yards or thereabouts westward from the centre of Monkton-street, at its junction with East-street:

(2.) A tramway or railway (herein called "Tramway No. 2"), commencing by a junction with the tramway No. 1, at the termination thereof, and terminating by a junction with the line of the Isle of Wight Railway (herein called "The Railway"), at a point one hundred and sixty-five yards or thereabouts southward of the southern end of the passenger platform at the present station of that railway at Ryde:

(3.) A tramway or railway (herein called "Tramway No. 3"), commencing by a junction with the Tramway No. 1, at its terminus, and terminating by a junction with the authorised line of the railway, at a point forty-four yards or thereabouts southward of its authorised northern terminus, in a field No. 29 on the deposited plans thereof, referred to in "The Isle of Wight (Eastern Section) Railway Act, 1860," deposited with the Clerk of the Peace for the county of Southampton in respect of that railway in the month of November, 1859:

(4.) Floating baths in connection with the Company's pier, and on the western side and near the northern end thereof:

(5.) Approaches, bridges, arches, cuts, stations, and other works and conveniences connected with those works respectively:

(6.) The crossing, stopping up, and altering either temporarily or permanently of all such roads, ways, railways, sewers, drains, water-courses, water and gas pipes, telegraphs, and other works and conveniences as the Company find it expedient so to interfere with:

The Tramways or Railways No. 1 and No. 3, and the floating baths and other works, will be made wholly in the parish of Newchurch; and the Tramway or Railway No. 2 will be made in the parishes, townships, and extra-parochial and other places following, or some of them, namely—Newchurch, Ryde, St. Helen's, and Monkton Meads, all in the Isle of Wight and county of Southampton; and the tramways or railways will be made chiefly on public roads:

To purchase by compulsion, or otherwise to acquire, lands and houses for the purposes aforesaid:

To form junctions with the railway and any other works:

To make and maintain the tramways and the arches and bridges for carrying the same over or under roads in a manner other than that prescribed by the "Railways Clauses Consolidation Act, 1845":

To raise additional capital by new shares or stock, either ordinary or preferential, and to borrow; and either keeping or not keeping all or part of the additional capital and monies borrowed, and the receipts, credits, debts, and liabilities of the Company in respect of the intended tramways, distinct from their other capital, monies borrowed, receipts, credits, debts and liabilities:

To levy tolls, rates, duties, and charges for

the user of their present and future tramways and floating baths, and to confer, vary, or extinguish, or grant exemptions from the payment of tolls, rates, duties, and charges:

To use for purposes of the intended tramways, or any of them, the existing station of the Isle of Wight Railway Company (herein called "The Railway Company"), or their station at their authorised terminus in Ryde:

To run over with carriages of every description, and use all or any part of the railways and stations of the Railway Company: To authorise the Railway Company to run over all or any part of the Company's present and future tramways:

For regulating the working of the Company's present and future tramways:

For authorising the Company and the Railway Company to agree in respect of the following matters:—

The working, management, maintenance, and user of all or parts of the Company's tramways; the supply of rolling stock and plant, and the appointment of officers and servants for the conduct of the traffic thereon:

The payments, terms, and conditions respecting the same:

The interchange, accommodation and conveyance of traffic:

The division and appropriation of the revenue, whether through or local, arising from traffic:

The appointment of joint committees for any purposes of the agreements:

For confirming agreements for any of those matters:

For authorising the Company and any other Companies hereafter authorised, to make any railways or tramways in or near to the town of Ryde, and in or near to the course of the intended tramways, or any part thereof; to enter into like agreements with respect to the same respectively, and with respect to the construction of the same, and the expense thereof:

For authorising the Company and the Ryde Commissioners to agree for any purposes of the intended Act:

For authorising the Company and the Isle of Wight Ferry Company (herein called "The Ferry Company"), to agree as to the maintenance, management, and user by the Company, of the landing-place and other works at Ryde, of the Ferry Company, and their powers and rights relating thereto:

For conferring, varying, and extinguishing rights and privileges:

The following Acts will be incorporated 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";

"The Railways Clauses Consolidation Act, 1845";

"The Railway Companies Arbitration Act, 1859"; and

"The Railways Clauses Act, 1863";

To repeal or amend the following Acts:—

"The Ryde Pier Company's Act" (52 Geo. III., cap. 196);

"The Isle of Wight Eastern Section Railway Act, 1860" (23 and 24 Vict., cap. 162);

"The Isle of Wight Railway Act, 1863" (26 and 27 Vict., cap. 232);

"The Ryde Improvement Act, 1854" (17 and 18 Vict., cap. 83);

"The Isle of Wight Ferry Act, 1856" (19 and 20 Vict., cap. 112);

"The Isle of Wight Ferry Act, 1864" (27 and 28 Vict., cap. 211); and the

"Isle of Wight Highways Act" (53 Geo. III., cap. 92).

Duplicate plans and sections, showing the lines, situations, and levels, of the intended tramways and works, and the lands and houses to be taken for the purposes thereof, with a book of reference to the plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and the occupiers of the lands and houses, and a published map, with the lines of the intended tramways delineated thereon, so far 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, 1864, be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in that county; and on or before the same day a copy of so much of the plans, sections, and book of reference, as relates to each parish in or through which the intended tramways, baths, and works, respectively, will be made, with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 9th day of November, 1864.

W. E. Ratcliffe, Solicitor, Ryde, Isle of Wight.

Bryden and Robinson, 6, Great Queen-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1865.

East Somerset and Cheddar Valley Junction Railway.

(Powers to Bristol and Exeter and East Somerset Railway Companies, or either of them, to make Junction Lines and enlarge Station at Wells—Arrangements between those Companies—Additional Capital—Preference Shares—Use by the Bristol and Exeter Railway Company of Wells Station of East Somerset Railway—Joint Station at Wells—Amendment of Acts.)

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

To authorise the making and maintaining of a railway, in this Notice referred to as "the Junction Railway," with all proper works and conveniences connected therewith, commencing in the in-parish of St. Cuthbert Wells, in the county of Somerset, by a junction with the authorised line, No. 3, of the Cheddar Valley and Yatton Railway Act, 1864, where such line is shown on the deposited plans of that railway, referred to in the said Act, to cross the turnpike-road leading from Wells to Wookey and Easton, at a point 1 furlong and 4 chains measured along the line from the commencement of the said railway, No. 3, passing from, in, through, and into, the several parishes and extra-parochial places of the in-parish of St. Cuthbert Wells, and the out-parish of St. Cuthbert Wells (Coxley Tything), or some of them, in the county of

Somerset, and terminating by a junction with the East Somerset Railway, in the said out-parish of St. Cuthbert Wells (Coxley Tything), at a point 17 chains or thereabouts from the eastern end of the goods shed of the East Somerset Railway at Wells, measured along that line of railway in the direction of Shepton Mallett.

To authorise the alteration, enlargement, and improvement of the Wells station of the East Somerset Railway Company, and the purchase and taking of additional lands for such purpose, such alteration, enlargement, and improvement to be made in the said out-parish of St. Cuthbert Wells (Coxley Tything), and extending 100 yards or thereabouts eastward of the last-mentioned point of junction. And to authorise and require that the present and the enlarged station, and all the works, sidings, platforms, offices, and conveniences thereof, shall be adapted and used as a joint station for the purposes of the passenger and goods traffic of both the Bristol and Exeter Railway Company and East Somerset Railway Company.

To authorise the Bristol and Exeter Railway Company, either alone or in conjunction with the East Somerset Railway Company, and to authorise the East Somerset Railway Company to unite with the Bristol and Exeter Railway Company in, or to undertake alone, the construction of the junction railway, station improvements, and works, to be authorised by the Bill, and to carry into effect all or any of the objects of the Bill.

To authorise the Bristol and Exeter Railway Company and East Somerset Railway Company, both or either of those Companies, to raise additional capital, by shares or stock, with or without any preference or priority in payment of dividend over the ordinary shares or stock of the respective Companies; and to borrow further sums of money on mortgage, bond, or debenture stock, and to apply to the purposes of the Bill any part of their authorised share or loan capital.

The Bill will authorise the compulsory purchase of lands and houses for the purposes of the junction railway, station improvements, and other works to be authorised by the Bill, and the levying of rates, tolls, and duties for the use of the junction railway and other works; the alteration of rates, tolls, and duties; and the stopping up, crossing, diversion, or alteration of turnpike and other roads and ways, streets, railways, tramways, sewers, rivers, and streams, within any of the parishes before mentioned; and will confer, vary, or extinguish exemptions from rates, tolls, and duties; and vary or extinguish all rights and privileges which will interfere with the objects of the Bill, and confer other rights and privileges.

The Bill will authorise agreements between the Bristol and Exeter Railway Company and East Somerset Railway Company with reference to the construction, working, maintenance, and use of the junction railway and works, and of the joint station, and the enlargement thereof, and will authorise or require contributions by one Company to the other, and regulate the payments to be made, or will confirm any agreement entered into for any of the purposes of, or otherwise in relation to, the intended Bill.

To confer upon the Bristol and Exeter Railway Company, and all other Companies working or using the junction railway, powers of passing over and using with their engines and carriages, upon terms and conditions, and subject to regulations to be prescribed by or under the Bill, or settled by arbitration, so much of the East Somerset Railway as lies between the point of junction with the East Somerset Railway of the junction railway and the Wells stations of the East Somerset Railway and of using the said Wells stations, and the sheds,

signals, sidings, booking-offices, watering-places, works, and conveniences upon that portion of railway, including the Wells stations, and to require the East Somerset Railway Company to afford facilities for the purposes aforesaid, and also for the passage, reception, delivering, and transmission of traffic over their railways, to and from the junction railway, and to make provision for through booking, the carrying forward and return of carriages and wagons, the use of booking-offices, and other matters necessary for facilitating the traffic to, from, and beyond the junction railway in connection with the East Somerset Railway, and to alter and regulate the rates and charges to be made by the East Somerset Railway Company, in respect of any of the matters aforesaid, and to require the settlement of rates, fares, and charges, and of disputes, by arbitration, or in such manner as may be prescribed by the Bill.

To alter, amend, and enlarge the powers and provisions of the Act 6 William 4, cap. 36, and "The Cheddar Valley and Yatton Railway Act, 1864," and any other acts relating to the Bristol and Exeter Railway Company, and 20 and 21 Vict., cap. 105, and any other Acts relating to the East Somerset Railway Company.

To incorporate with the Bill "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" or some part or parts of such Acts respectively.

On before the 30th day of November instant maps, plans, and sections, describing the direction, lines, and levels of the junction railway, and works, and the lands, houses, and property which may be taken for the purposes thereof, with a book of reference to the plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Wells; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to any of the parishes aforesaid in or through which the junction railway and works will be made, with a copy of the said Notice, will be deposited with the parish clerk of each such parish, at his residence (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 23d day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1864.

Fussell and Prichard, Solicitors for the Bill.

Wolverhampton and Bridgnorth Railway.
(Incorporation of Company; Power to make Railway from Bridgnorth to the Shrewsbury and Birmingham Railway, at Wolverhampton; Running Powers over the Railways of the Great Western Railway Company, and the Severn Valley Railway Company, in the counties of Salop and Stafford; Powers to both Companies to subscribe to and work the Railway; Agreements between the said Companies as to Construction, Working, and Transmission of Traffic; Amendment of Acts.)

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

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

A railway, commencing by a junction with the Severn Valley Railway in the parish of Astley Abbots, near Bridgnorth, in the county of Salop, at a point 139 yards, or thereabouts, to the southward of the 19½ mile-post of the last-mentioned railway, and passing from, through, and into the several parishes, townships, extra-parochial, and other places following, namely: Astley, otherwise Astley Abbots, Ackleton, Allscott, Barnsley, Bentley, Bromley, Bradney, Burcote, Chesterton, Cranmere, Cat-tree, Ewdness, Fengate, Hilton, Hoccum, Hallon, Hartlebury, Kinslow, Little Gane, Oldington, Newton, Roughton, Rindleford, Rowley, Stanmore, Stableford, Swanscote, Worfield Wheel Green, Wyken, Worfield, Badger, Rudge, and Pattingham, in the county of Salop; and Pattingham, Billbrooke, Compton, Pirton, Pendeford, Trescott, Tettenhall Regis, Tettenhall Clericorum, the Wergs, Wrottesley, and Wightwick, in the county of Stafford; and terminating by a junction with the Shrewsbury and Birmingham Railway of the Great Western Railway Company, on the north side of the public highway road bridge, at Little Barnhurst, in the parish of Tettenhall, in the county of Stafford.

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

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

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

5.—To empower the Company and all persons and corporations lawfully using the railway, or any part thereof respectively, their officers and servants, to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic, upon such terms and conditions as in default of agreement shall be settled by the Board of Trade, or by arbitration, all or any part of the respective lines of railway, stations, watering places, engines, sidings, machinery, works, and conveniences, of the Great Western Railway Company, and the Severn Valley Railway Company, in the counties of Salop and Stafford, or either of them; and to levy tolls, rates, and duties in respect of passengers and traffic conveyed thereon, and to empower the Company to exercise such powers as are necessary to secure the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of

the railway, or to or over the railways of the Great Western Railway Company, and the Severn Valley Railway Company, in the said counties; and to ensure all desirable facilities for those purposes, and (in default of agreement) to refer to the Board of Trade, or to arbitration, the terms and conditions upon which such user, interchange, accommodation, protection, and transmission are to be afforded or effected.

6.—To empower the Company, and the Great Western Railway Company, and the Severn Valley Railway Company, or either of them, to enter into and carry into effect, contracts and agreements for or with reference to the construction, maintenance, working, and user by the said last-mentioned Companies, any or either of them, of the railway, the supply and maintenance of engines, carriages, stock and plant for the same, the fixing, collection, division, appropriation, and distribution of the tolls and other income, and the profits arising therefrom, and to enable the same Companies, or either of them, to become shareholders in, and to subscribe capital towards the railway, and to appoint directors in the Company, and to authorise the same Companies, or either of them, for all or any of the above purposes, to raise money by shares or stock on the credit of their respective or joint undertakings, with or without preference or priority, in the payment of interest or dividend, and on such shares or stock, or by mortgage or bond, and to apply any money which may be so raised, or any surplus funds belonging to the same Companies, or either of them, in or towards the purposes above mentioned.

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

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

Local and personal Acts relating to the Great Western Railway Company, viz., 5 and 6 William 4, cap. 107; 6 William 4, caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837) and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., (Sess. 2), cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 69; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251; 274, 275, 278, 307, 308, 313, 315, 326, 335, 337, 338, 369, 383, and 402; 10 and 11 Vic., caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., caps. 6, 7, 55, and 85; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 43, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 117, 125, 133, 140, 145, 146, 147, 165, and 168; 16 and 17 Vic., caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, 69, 102, and 139; 18 and 19 Vic., caps. 98, 172, and 191; 19 and 20 Vic., caps. 109, 123, 132, 126, and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, and 158; 21 and 22 Vic., caps. 90, 139, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 40, 64, 76, 105, 120, 134, and 138; 23 and 24 Vic., caps. 49, 69, 196, and 11; 24 and 25 Vic., caps. 134, 212, 81, 204, 164, 36, and 32; 25 and 26 Vic.,

caps. 127, and 196; 26 and 27 Vic., caps. 118, 151, and 198.

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

Also local and personal Acts relating to the Severn Valley Railway, namely, 16 and 17 Vic., cap. 227; 18 and 19 Vic., cap. 183; 19 and 20 Vic., cap. 111; 21 and 22 Vic., cap. 135; 23 and 24 Vic., cap. 76; 24 and 25 Vic., cap. 212; 25 and 26 Vic., caps. 183 and 168; 27 and 28 Vic., cap. 151.

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

On or before the 30th day of November instant, plans and sections of the railway, with a book of reference to such plans, and a published map with the lines of the railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, in the said county, and with the Clerk of the Peace for the county of Stafford, at his office at Stafford; and on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the railway is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection as follows, namely, in the case of any parish, with the parish clerk; at his abode, and in the case of each extra-parochial place, with the parish clerk of some parish adjoining thereto, at his place of abode.

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

Dated this 10th day of November, 1864.

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

Dumfries Lochmaben and Lockerby Junction and Caledonian Railway Companies.

(Amalgamation, Purchase or Lease; and Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to vest in the Caledonian Railway Company, or to authorize or provide for the vesting in that Company, by amalgamation, purchase or lease, from and after 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 Dumfries Lochmaben and Lockerby Junction Railway Company, and of all the lands, works, property, monies and effects, powers, rights and privileges of the Dumfries Lochmaben and Lockerby Junction 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 Dumfries Lochmaben and Lockerby Junction 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 Dumfries Lochmaben and Lockerby Junction 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 Dumfries Lochmaben and Lockerby Junction 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 Dumfries Lochmaben and Lockerby Junction Railway Company, by payment of such price, or substitution of such shares or stock (ordinary, preference, or guaranteed) in the Caledonian Railway Company, as have been or may be agreed upon, or as may be provided by the said Bill; and to authorize the Caledonian Railway Company to guarantee a fixed or fluctuating dividend upon the shares in the Dumfries Lochmaben and Lockerby Junction Railway Company, and to create and issue new stock or shares in the Caledonian Railway Company, with or without preference or 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 Dumfries Lochmaben and Lockerby Junction 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 authorise the said Companies to enter into and execute all conveyances, leases, and agreements which may be necessary for effecting the objects aforesaid, and to confirm any such agreement or agreements which may have been or may be entered into between them prior to the passing of the said Bill.

And it is intended by the said Bill to amend some of the powers and provisions of "The Caledonian Railway Act, 1845," and of the several other Acts relating to the Caledonian Railway Company passed in the sessions of Parliament held respectively in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and

23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty; and also to amend or wholly or partially to repeal "The Dumfries Lochmaben and Lockerby Junction Railway Act, 1860," and "The Dumfries Lochmaben and Lockerby Junction Railway Deviation Act, 1861."

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

Dated this 11th day of November, 1864.

Hope and Mackay, W.S., Edinburgh.

Grahams and Wardlaw, 30 Great George Street, Westminster.

Southampton Corporation.

Provisions as to Marsh and Common Lands, Cattle, and General Markets.

(Amendment of Marsh Improvement Act; Further Powers as to Sale and Lease of Marsh and Common Lands; Transfer of those Lands and other Property and Debts of the Corporation under that Act to the General Property of the Corporation; Provisions as to Fairs, and to the Improvement and Protection of the Marsh and Common Lands; Provisions as to Mortgages and Debts: Powers to establish new Cattle and General Markets, and provide Market Houses, &c.; to Embank and Reclaim Mudlands on Western Shore; to Purchase Lands; to Purchase and use parts of Common Lands for Markets; to Extinguish Rights of Common and Recreation thereon; to raise Money for and to apply Corporate Funds and Property to those purposes; to levy Tolls, Rates, Stallages, and Rents; Repeal or Amendment of Acts and Charters.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, by the Mayor, Aldermen, and Burgesses of Southampton ("The Corporation") for leave to bring in a Bill for an Act for all or some of the following and other purposes:—

To repeal or amend all or some of the provisions of the Act of the 7th and 8th years of the Queen, chapter 54, "For improving the Marsh and other Common Lands, and extending Rights of Common and of Recreation within the town and county of the town of Southampton" ("The Marsh Act"), and to enact other provisions thereof, and in addition thereto:

To confer upon the Corporation powers for all or some of the following purposes:

The sale or exchange of all or parts of lands in that Act called "The Marsh." The granting of building and other leases thereof for not exceeding 1,000 years, and extending the terms of existing leases thereof on terms and conditions to be agreed on or prescribed by the intended Act:

To let for the Above Bar Fair parts of the field called West Marlands, and to levy tolls, rents, and charges in respect of those lands and of the fair, and to let the same and to grant exemptions therefrom.

And it is intended—

To authorise contracts with respect to lands of the Corporation between them and members of the Town Council:

To make the lands, rents, property, and effects by the Marsh Act vested in the Corporation for the purposes of that Act part of their general corporate property, and to make their receipts, credits, debts, and liabilities under that Act part of their general receipts, credits, debts, and liabilities:

To authorise the Corporation to discharge all their mortgages and other debts and liabilities and expenditure under that Act as part of their general debts, liabilities, and expenditure:

To make further provision for the improvement, regulation, and protection of the marsh and other common lands in that Act mentioned:

To authorise the Corporation to establish, regulate, and maintain within the town and county of the town of Southampton new markets for the sale of cattle, sheep, horses, pigs, calves, and other animals, and of hay, straw, corn, grain, butcher's meat, poultry, fish, butter, cheese, vegetables, fruit, and other marketable commodities:

To erect and maintain a market, or market houses and slaughterhouses, with market-places, buildings, sheds, cattle pens, courts, passages, weighing machines, and other works and conveniences:

To levy tolls, stallages, rates, and rents for the use of the intended markets, market houses, market-places, slaughterhouses, works, and conveniences, and for standing or stallage therein, to confer exemptions from payment of tolls, stallages, rates, and rents, and to vary or extinguish exemptions from payment thereof:

To make bye-laws and rules for the good government and regulation of the markets, market houses, and marketplaces, slaughterhouses and other works and conveniences, and of the several fairs held in Southampton, and fair-grounds, and of the persons frequenting the same, and of their carts, waggons, and other carriages, and booths, stalls, or standings for the prevention and removal of nuisances and annoyances, and to impose and recover penalties for the breach or non-observance of such bye-laws and rules.

To make and maintain the following work:—

An embankment, commencing in the parish of All Saints from and out of the western shore road opposite to the western end of Manchester-street, thence proceeding in a westwardly direction into the Southampton water, or the shore and mudlands thereof, for a distance of two hundred yards or thereabouts, thence proceeding in a southwardly direction to a point on the shore and mudlands opposite to and distant one hundred and fifty yards or thereabouts from the north-western corner of the Long rooms, and terminating in the parish of Saint Michael at the Western Shore-road at the north-eastern corner of the Long rooms, which embankment will be situate in the parishes of All Saints, Saint Michael and Saint Lawrence, in the town and county of the town of Southampton, some or one of them:

To enable the Corporation to enclose, reclaim, drain, and improve the lands, mudlands, and foreshore enclosed by the embankment:

To deviate laterally from the line of the embankment to the extent shown on the plans, and to deviate vertically from the levels shown on the sections respectively hereinafter mentioned:

To make and maintain roads, approaches, bridges, basins, sewers, drains, steps, and other landing-places, mooring posts, and other works and conveniences in connection with the embankment.

To stop up, cross, alter, or divert, temporarily or permanently, all streets, roads, footways, streams, watercourses, sewers, pipes, and drains in or adjoining the aforesaid parishes, or any of them, which it may be expedient for any purposes of the intended Act so to interfere with.

To purchase by compulsion or otherwise, take on lease or in exchange, appropriate and use for purposes of the intended Act, lands and houses, including the following, or some of them, all situate in the town and county of the town of Southampton.

Lands, houses, and foreshore on the western side of the Southampton Water, and in the parishes of

All Saints, St. Michael, and St. Lawrence, some or one of them, and included between the intended embankment and the Western Shore-road.

Glebe land in the parish of St. Mary, bounded eastwardly by the railway and land of the London and South Western Railway Company, southwardly by the Northam Bridge-road, westwardly by the public footway leading from that road to Newtown and Northam, and northwardly by other glebe land.

Part of the common land in the parish of All Saints called West Marlands, situate southward of the Commercial-road, in area five acres or thereabouts, and now dedicated to and used for the purposes of the Above Bar Fair:

Land in the parish of St. Mary forming the north-western portion of "The Marsh," and bounded eastwardly by the London and South Western Railway, southwardly by the Itchen Bridge-road, northwardly by Marsh-lane, and westwardly by the road leading from that lane to the Itchen Bridge-road:

Land in the parish of St. Mary, forming part of the common land called Hoglands, bounded eastwardly by Saint Mary's-street, northwardly by South Front, westwardly by a footpath leading southwardly from South Front, and southwardly by Saint Mary's-place.

To vary and extinguish rights of common and of recreation, and other rights and privileges connected with those lands and houses:

To appropriate for purposes of recreation a portion of Hoglands, instead of the north-western portion of the marsh:

To levy tolls, rates, rents, dues, and charges for all or any of the purposes of the intended Act, and to alter, vary, and increase tolls, rates, and duties of any description now levied or leviable in the borough, and the application thereof, and to alter and vary the rights, privileges, and priorities of mortgagees and other creditors of the Corporation, as well under the Marsh Act as otherwise; and to confer, vary, or extinguish exemptions from payment of tolls, rates, rents, and duties; and to confer vary, or extinguish other rights, privileges, and exemptions:

To apply to any of the purposes of the Marsh Act, or of the intended Act, or any other purposes of the Corporation, any property, funds, moneys, or rates now belonging to them, or which they are now or shall by the intended Act be empowered to raise, levy, or receive; and to raise money for all or any of those purposes on the security of their present and future corporate funds and property, rates, tolls, and duties, or any of them, and whether by mortgage, bond, annuity, or otherwise; and to confer powers with reference to the reborrowing, paying off, compounding for, and discharging of moneys borrowed or due, and owing by them, under the Marsh Act, or the intended Act, or otherwise, and the interest thereon, and to make provision for a sinking fund.

The powers of the intended Act, with respect to the markets and the embankment, will, if Parliament think fit, be conferred on the Corporation as a local board of health; and all powers not so conferred will be conferred on them as a Municipal Corporation.

It is also intended—

To vary or extinguish all rights and privileges which would interfere with any of the purposes of the intended Act:

To incorporate with the intended Act, with or without modifications thereof, all or some of the provisions of "The Markets and Fairs Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Town Police Clauses Act, 1847," "The Commissioners' Clauses Act, 1847," "The Public Health Act, 1848," "The Local Govern-

ment Act, 1858," "The Local Government Act (1858) Amendment Act, 1861," and any Acts amending those Local Government Acts and "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

To repeal or amend all or some of the provisions of the charters granted to the town and county of the town of Southampton, and also (so far as regards the Borough of Southampton) of the Act for the regulation of municipal corporations in England and Wales, and other Acts relating to the Corporation as a Municipal Corporation, and of the following Acts: "The Public Health Act, 1848," "The Public Health Supplemental Act, 1850" (No. 3), and the provisional order relating to Southampton confirmed by that Act, "The Local Government Act, 1858," and "The Local Government Act, 1864," and the provisional order relating to Southampton confirmed by that Act and the Acts relating to the improvement of the town of Southampton, namely, 10 George III. chapter 25; 50 George III. chapter 169; and 7 and 8 Victoria, chapter 75.

Duplicate plans and sections, showing the lines, situations, and levels of the proposed embankment and other works, and plans showing the lands and houses intended to be taken, together 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 and houses, 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 of Southampton, at his office at Winchester; and with the Clerk of the Peace for the town and county of the town of Southampton, at his office at Southampton; and on or before the same day a copy of so much of the plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which the lands and houses are situate, with a copy of that Notice, will be deposited for public inspection with the parish clerk of each such parish, at his place of abode.

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

Dated this 9th day of November, 1864.

Deacon and Pearce, Solicitors, Southampton.
Simson and Wakeford, Parliamentary Agents,
22, Abingdon-street, Westminster.

Kent Gas Consumers Company.

(Incorporation of Company—Powers to erect Gas Works in the Parish of Lewisham in the County of Kent and to supply Gas to specified parishes in the same county, 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 Kent Gas Consumers Company.

2. To regulate the capital of the company,

3. To authorise them to erect and maintain gas works within the limits following, that is to say:

All that piece of land in the said parish of Lewisham, belonging to the South Eastern Railway Company, situate at the point of junction of the line of the said South Eastern Railway from London with the lines of railways to Tunbridge and Dartford respectively, and forming part of the angle formed by such junction, abutting north upon the said line of Railway to Dartford, south upon

the said line of railway to Tunbridge, and bounded on the east by the west fence of a close of land abutting upon Manor-lane, and which said piece of land forms part of three several closes of land delineated on the plan of the Railway No. 1 of the Tunbridge and Dartford lines, deposited by the said South Eastern Railway Company with the Clerk of the Peace for the county of Kent, and numbered respectively on the said plan 162, 165 and 166.

4. To authorise them to manufacture gas within the parishes of Lewisham, Lee, Eltham, Chislehurst, Bromley, Beckenham, Orpington, St. Mary Cray, St. Paul's Cray, Foot's Cray, North Cray, Charlton, Plumstead, and the extra-parochial place of Kidbrooke, all in the county of Kent.

5. To enable the company and the local boards of health, vestries, or other local authorities, within the said parishes and 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 and places respectively.

6. To make provision for the prevention of frauds upon the company, and for the punishment of fraudulent offenders.

7. To authorize the company to convert, manufacture, sell, and dispose of the residual and other products arising from the manufacture of gas.

8. To authorize them to manufacture, purchase, or hire gas meters and gas fittings and apparatus, and to sell and let the same.

9. 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 parishes of Lewisham, Lee, Eltham, Chislehurst, Bromley, Beckingham, Orpington, St. Mary Cray, St. Paul's Cray, Foot's Cray, North Cray, Charlton, Plumstead, and the extra-parochial place of Kidbrooke, all in the county of Kent.

10. 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.

11. To authorize them to purchase or take on lease or otherwise acquire but only by agreement, the lands, premises, works, apparatus, and effects of the Eltham Gas Light and Coke Company limited, and to authorize such company to sell, let, or transfer such lands, premises, works, apparatus, and effects.

12. To authorize the company 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 it 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 licenses for the exercise thereof 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 14th day of November, 1864.

James Taylor, Mason, and Taylor, Furnival's Inn, Solicitors for the Bill.

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

New Forest Extra-Parochial Lands.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to empower or require the Poor Law Board to ascertain and determine and to set out and define, in such manner and by such means as they shall think fit, the extent and boundaries of the extra-parochial lands, situate within the New Forest, in the county of Southampton, and of other extra-parochial lands called "Noman's Land," adjoining to or abutting upon the said forest, and situate, or reputed to be situate, in the county of Wilts, and by any order or orders under their hands and seal, with the consent of the Commissioner of Her Majesty's Woods, Forests, and Land Revenues for the time being in charge of the said forest, to constitute all or any part or parts of such extra-parochial lands into one or more distinct township or townships, for the relief and maintenance of the poor, the county, police, or borough rate, the burial of the dead, the removal of nuisances, the registration of parliamentary and municipal voters, and the registration of births, deaths, and marriages, and into one or more highway parish or parishes for the maintenance of the highways, and by such Act to declare that such township, and townships, highway parish and parishes, when so set out and defined, shall by such name and names, as the Poor Law Board may by their order designate, be and become a township and townships, highway parish and parishes for the purposes aforesaid respectively; also with such consent as aforesaid, to annex any portion or portions of such extra-parochial lands to any adjoining parish or place separately maintaining its own poor or highways, for the purposes aforesaid respectively, anything in the Act of the 20th Vict., cap. 19, the Act of the 25th and 26th Vict., cap. 61, or in any other Act to the contrary notwithstanding.

Also to empower the Poor Law Board to ascertain and determine, set out, and define the boundaries of any existing parish, or parishes, which may adjoin or abut upon any of the said intended townships or township.

And the said intended Act will also make provision for the levying and recovery of rates for all or any of the purposes aforesaid, in respect of the said extra-parochial lands, or any of them, whether the same shall be constituted into separate districts as aforesaid, or shall be annexed to any adjoining township or highway parish.

Dated 9th of November, 1864.

Sharpe and Parker, 41, Bedford-row, London, Solicitors to the Poor Law Board.

Lancashire and Yorkshire and Great Eastern Junction Railway.

(Powers for Lancashire and Yorkshire and Great Eastern Railway Companies to make a Railway from the Great Eastern Railway at Long Stanton All Saints to the Lancashire and Yorkshire Railway near Askerne, with Branches to or connecting Lines with other Railways, at or near Somersham, Ramsey, Peterborough, Bourn, Sleaford, Lincoln, Blyton, Kirk Sandall, and other places Provisions as to capital, construction, maintenance, working, and use of railways, stations, &c., and as to interchange, &c., of traffic of the respective Companies; Power to make Agreements; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session for an Act to authorize the Lancashire and Yorkshire Railway Company and the Great Eastern Railway Company to make and maintain the following railways, or some of them, with all necessary and proper stations, works, buildings, and conveniences connected therewith respectively, that is to say:—

1. A Railway, hereinafter called Main Line or Railway No. 1, commencing by a junction with the St. Ives and Cambridge branch of the Great Eastern Railway, at a point 55 chains or thereabouts distant from the southern end of the Long Stanton station, in a south-easterly direction, measured along the centre line of the railway, in the parish of Long Stanton All Saints, in the county of Cambridge, and terminating by a junction with the Askerne branch of the Lancashire and Yorkshire Railway, at a point in the township and parish of Burghwallis, 37 chains or thereabouts north of the level crossing and gate-house, where Storr's-lane crosses the said branch.

2. A Railway, hereinafter called Railway No. 2, being a short junction railway, to be wholly situate in the parish of Somersham, in the county of Huntingdon, commencing by a junction with Railway No. 1, in or near a field belonging to William Gamiel Farmer, and in the occupation of Jeremiah Moseley, and terminating by a junction with the St. Ives and March Railway, belonging to the Great Eastern Railway Company, at a point 25 chains or thereabouts westward of the mile post, and marked 77 miles on that railway.

3. A railway, hereinafter called Railway No. 3, being a short junction railway, wholly situate in the parish of Ramsey, in the county of Huntingdon, commencing by a junction with Railway No. 1, near the Ramsey station, on the Ramsey Railway, and terminating by a junction with the Ramsey Railway, near the same station.

4. A railway, hereinafter called Railway No. 4, to be wholly situate in the parish of Standground, in the Isle of Ely, in the county of Cambridge, commencing by a junction with Railway No. 1, at or near Standground Sluice, and terminating by a junction with the Peterborough and Ely Branch of the Great Eastern Railway, 10 chains or thereabouts east of the viaduct, which carries that branch over Morton's Leam.

5. A railway, hereinafter called Railway No. 5, to be wholly situate in the parish of Bourn, in the Kesteven division of the county of Lincoln, commencing by a junction with Railway No. 1, at or near Tunnel Bank, and about 220 yards from the western extremity thereof, and terminating by a junction with the authorized line of the Spalding and Bourn Railway, near the point where that railway is intended to cross Car Dyke.

6. A railway, hereinafter called Railway No. 6, to be wholly situate in the parish of Old Sleaford, in the Kesteven division of the county of Lincoln, commencing by a junction with Railway No. 1, at

a point 8 chains or thereabouts to the eastward of a point on the road leading from Sleaford Lodge to Sleaford, such last-mentioned point being half a mile or thereabouts north of Sleaford Lodge, and terminating by a junction with the Boston, Sleaford, and Midland Counties Railway, at or near the Sleaford station thereon.

7. A railway, hereinafter called Railway No. 7, to be wholly situate in the extra-parochial place of Monk's Liberty (recently made a parish or ecclesiastical district), in the city of Lincoln and county of the same city, commencing by a junction with Railway No. 1, near Monk's House, otherwise Monk's Abbey, and terminating by a junction with the Manchester, Sheffield, and Lincolnshire Railway, at a point 35 chains or thereabouts eastward of the said house or abbey.

8. A railway, hereinafter called Railway No. 8, commencing in the parish of Pilham, in the Lindsey division of the county of Lincoln, by a junction with Railway No. 1, 12 chains or thereabouts westward of Pilham church, and 10 chains or thereabouts southward of the road leading from Pilham to Gainsborough, and terminating in the parish of Blyton, otherwise Blyton-cum-Wharton, in the same division, by a junction with the Manchester, Sheffield, and Lincolnshire Railway, at a point half a mile or thereabouts west of the Blyton station, on that railway.

9. A railway, hereinafter referred to as Railway No. 9, to be wholly situate in the said parish of Blyton, otherwise Blyton-cum-Wharton, commencing by a junction with Railway No. 1, at the east end of the village of Blyton, at or near Long Bridge, and terminating by a junction with the Manchester, Sheffield, and Lincolnshire Railway, at a point half a mile or thereabouts west of the Blyton station, on that railway.

10. A railway, hereinafter called Railway No. 10, to be wholly situate in the parish of Barnby-upon-Don, in the West Riding of the county of York, commencing by a junction with Railway No. 1, at or near Common House, and terminating by a junction with the authorized line of the South Yorkshire Railway, at a point south-east of the village of Kirk Sandall, in a field belonging or reputed to belong to William Sheardman, Edmund Sheardman, and Mary Greenfield, and in the occupation of George Birkenshaw.

11. A railway, hereinafter called Railway No. 11, to be wholly situate in the parish of Barnby-upon-Don, and the township of Thorpe, in Balne, in the said West Riding, commencing by a junction with Railway No. 1, in a field belonging or reputed to belong to Thomas Harrison, and in the occupation of George Birkenshaw, and on the north-west side of March-road, and terminating by a junction with the West Riding and Grimsby Railway, near the point where such railway crosses Applehurst Lane.

12. A railway, hereinafter called Railway No. 12, commencing by a junction with Railway No. 1, at or near Thorpe-lane, at a point 9 chains or thereabouts west of Winteringham House, in the township of Thorpe, in Balne, in the said parish of Barnby-upon-Don, and terminating by a junction with the authorized York and Doncaster Branch of the North Eastern Railway, in a field belonging or reputed to belong to Charles Augustus Sabine Thellusson, and in the occupation of Robert Taylor, in the township of Burghwallis, in the parishes of Burghwallis and Owston, or one of them, in the said West Riding. All which said railways will pass from, through, or into, or be situate within the parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—Long Stanton, All Saints, St. Michael, Long Stanton, Swavesey, Rampton,

Willingham, and Over, in the county of Cambridge; Standground, Whittlesea, Whittlesea St. Mary, and Whittlesea St. Andrew, in the Isle of Ely, and county of Cambridge; Bluntisham, otherwise Bluntisham-cum-Earish, Colne, Somersham, Pidley, otherwise Pidley-cum-Fenton, Fenton, Warboys, Wistow, Bury, Ramsey, Upwood, Holme, Farcet, Standground-cum-Farcet, Standground, and Fletton, in the county of Huntingdon; St. Mark, St. Mary, the Minster Close Precincts, and St. John the Baptist, Peterborough; Eastfield, Newark, Dodsthorpe, New England, Walton, Paston, Gunthorpe, Werrington, Marholme, Newborough, Borough Fen, Grinton, Helpstone, Peakirk, Etton, Northborough, Deeping Gate, and Maxey, in the county of Northampton; Deeping St. James, otherwise Deeping East, Market Deeping, Langtoft, Baston, Thurlby, Northorpe, Bourn, Dyke, Cawthorpe, Morton, Hanthorpe, Haconby, Dunsby, Rippingale, Kirkby Underwood, Dowsby, Aslackby, Aslackby with Milthorpe, Sempringham, otherwise Sempringham-cum-Pointon, Pointon, Birthorpe, Laughton, Folkingham, Billingborough, Horbling, Swaton, Threekingham, Threekingham with Stowe, Spanby, Osbournby, Aswarby, Screddington, Burton Pedwardine, Silk Willoughby, Marcham, Quarrington, Sleaford, Old Sleaford, New Sleaford, Kirkby Laythorpe, Holdingham, Evedon, Leasingham, Roxholme, Ruskington, Anwick, Cramwell, Branswell, otherwise Brauncewell, Dorrington, Bloxholm, Ashby, otherwise Ashby-de-la-Laund, Digby, Roulston, Kirkby-green, Scopwick, Blankney, Metheringham, Dunston, Nocton, Potter, Hamworth, Heighington, and Washinborough, in the parts of Kesteven, in the county of Lincolnshire; Cherry Willingham, Greetwell, Burton, otherwise Burton by Lincoln, Haddo, otherwise Hathow, Newport, South Carlton, North Carlton, Broxholme, Scampton, Thorpe in the Fallows, otherwise West Thorpe, Brattleby Stow, Normanby, Sturton, Bransby, Coates, Aisthorpe, otherwise Easthorpe, Willingham, otherwise Wyllingham by Stow, Upton, Kexby, Heapham, Lea, Springthorpe, Stourgate, otherwise Sturgate, Great and Little Corringham, Aisby, Somerby, Gainsborough, otherwise Gainsburgh, otherwise Gainsboro, Pilham, Gilby, Blyton, otherwise Blyton-cum-Wharton, Blyton, East Wharton, Scotter, Loughton, Wildsworth, Owston, Gunthorpe, Haxey, Haxey Park, Upperthorpe, Newby, otherwise Newbigg, Nethergate, Eastlound, Craiselound, otherwise Graizelound, High Burnham, Low Burnham, Epworth, and Wroot, in the parts of Lindsey, in the county of Lincoln; St. Botolph, St. Peter's at Gowts, St. Mary le Wigford, St. Marks, St. Benedict, St. Swithin, St. Peter at Arches, St. Peter in Eastgate, St. Nicholas, St. John, St. Margaret, St. Paul, St. Michael on the Mount, St. Martin, West Common, Branstion, Bracebridge, Canwick, and extra-parochial place of Canwick Common, or South Common, the extra-parochial place of Monk's Liberty, and the extra-parochial place of Monk's Leys Common, in the city of Lincoln, and county of the same city; Hatfield, Hatfield Woodhouse, Hatfield-moor, Stainforth, Fishlake, Sykelhouse, Armthorpe Kirk, Sandall, Barnby-upon-Don, Trumflett, Thorpe in Balne, Kirk Bramwith, Burghwallis, Owston, Skellow, Campsall, Moss, and Askerne, otherwise Askern, in the West Riding of the county of York.

And it is proposed by the intended Act to authorise deviations from the line and levels of the said railways, as shown upon the plan and section hereinafter referred to, within the limits usually authorized by Parliament, or to be prescribed by the said Act, and to confer upon the said Companies jointly and severally, 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 turnpike or other roads, streets, highways, railways, tramways, rivers, streams, reservoirs, canals, navigations, drains, waters, watercourses, mains, pipes, bridges, buildings, 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, whether connected or not with any land or building purchased, or any road, street, highway, tramway, river, stream, reservoir, canal navigation, drain water, watercourse, main, pipe, bridge, building, erection, or work stopped up, altered, or diverted, which would in any manner prevent or interfere with carrying into effect any of the objects of the intended Act, and to confer other rights and privileges. And the said intended Act will enable the said Companies, jointly and severally, to levy tolls, rates, duties, and charges, and will alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges.

And it is proposed by the intended Act to authorise each of the said Companies to apply to the purposes of the undertaking any funds belonging to them, or which they may be authorized to raise, and to raise further capital by the creation of ordinary guaranteed or preference shares or stock, and by mortgage or otherwise, and to guarantee interest or dividends upon moneys raised and contributed by both or either of them, and to provide for keeping the undertaking separate from the other undertakings, and the capital separate from the other capital of the said Companies respectively, if and so far as they respectively shall think fit, and to provide for keeping separate accounts of the receipts and revenues derived from the undertaking, and for the appropriation thereof to and amongst the holders of the separate capital or otherwise, as the Companies respectively shall think fit, and to authorize the said Companies to appoint joint board of directors, committees of their directors, with such powers as may be proper or convenient, and to make such arrangements and do all such acts as they may think proper for the construction, maintenance, working, and use by both or either of them of the intended railways and works, and regulating the traffic thereon, and for facilitating the interchange, transmission, conveyance, and delivery of traffic from, to, and over the said undertaking, and to enter into agreements touching all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to authorize and enable the Lancashire and Yorkshire Railway Company, with and by their own or any other engines, carriages, and waggons, and with their own officers and servants to run over and use for the carriage and accommodation of passengers, animals, goods, minerals, and traffic of every description, all or any parts of the railways present and future of the Great Eastern Railway Company, and to exercise the powers of the last-mentioned Company, in using for all such traffic as aforesaid other railways or parts thereof, so far as such last-mentioned Company can confer such powers upon the Lancashire and Yorkshire Railway Company, and to enable the Lancashire and Yorkshire Company to use and occupy with their own agents, officers, and servants for all such traffic as aforesaid the stations, station-yards, booking-offices,

sidings, warehouses, wharves, watering-places, water, platforms, apparatus, machinery, docks, and all other conveniences and accommodation now or at any time hereafter belonging to the Great Eastern Railway Company, or over or in respect of which that Company now has or may hereafter have any powers or facilities which they can now or hereafter confer upon the Lancashire and Yorkshire Railway Company, subject as to all the matters aforesaid to such payments, terms, and conditions as may be defined in the said intended Act, or which have been or may be hereafter agreed upon between the parties interested. And the said intended Act will contain powers enabling the Lancashire and Yorkshire Railway Company to levy tolls, rates, duties, and charges for the carriage by them of passengers, animals, goods, minerals, and all other traffic upon or over the railways or portions of railways before mentioned, and for the services to be done and performed, and the accommodation to be rendered by the Lancashire and Yorkshire Railway Company on all or any part of the said railways, stations, docks, and other accommodation, under the provisions of the said intended Act.

And it is proposed in the said intended Act to grant and secure facilities for the conveyance, transmission, and interchange of passengers, animals, goods, minerals, and all other traffic from and to and over the respective railways of the Lancashire and Yorkshire Railway Company and the Great Eastern Railway Company, subject to the payments and upon the terms and conditions defined in the said intended Act, or which have been or may be agreed upon between the parties interested.

And it is proposed in the said intended Act to enable the Lancashire and Yorkshire Railway Company and the Great Eastern Railway Company to make agreements and arrangements as to the use of all or any present or future railways or other works comprised in their respective undertakings, or any part or parts thereof respectively, and the working, management, and maintenance of the same, and of the stations, station-yard, sidings, booking and other offices, docks, wharves, warehouses, works, buildings, watering-places, water, conveniences and accommodations of or belonging to the respective Companies, or over which they have or may have control. And also with respect to the conveyance, transmission, and interchange of traffic of every description from and to and over their respective undertakings as aforesaid, upon such terms and conditions, pecuniary or otherwise, as may be defined in the said intended Act, or which have been or may be agreed upon between the parties interested.

And it is proposed in the said intended Act to confirm any contract or agreement touching any of the matters aforesaid, which may have been entered into previous to the passing of the said intended Act.

And it is proposed by the intended Act to alter, amend, or repeal certain of the provisions of the several local and personal Acts following, or some of them, that is to say:—1 and 2 Will. 4, cap. 60; 2 Will. 4, cap. 69; 5 Will. 4, cap. 30; 6 and 7 Will. 4, cap. 111; 7 Will. 4, cap. 24; 1 Vict. cap. 25; 2 and 3 Vict. cap. 55; 4 Vict. cap. 25; 7 Vict. caps. 16 and 34; 7 and 8 Vict. caps. 60 and 82; 8 and 9 Vict. caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vict. caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vict. caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vict. caps. 71 and 115; 12 and 13 Vict. caps. 50, 71, and 74; 13 and 14 Vict. caps. 83, 95, and 99; 14 and 15 Vict. caps. 46, 56, and 89; 15 Vict. cap. 96; 15 and 16 Vict.

cap. 132; 16 and 17 Vict. caps. 163 and 211; 17 Vict. caps. 58 and 59; 17 and 18 Vict. cap. 117; 21 and 22 Vict. caps. 106 and 143; 22 and 23 Vict. caps. 110 and 129; 24 and 25 Vict. caps. 34, 36, 37, 50, and 101; 25 and 26 Vict. cap. 97; 26 and 27 Vict. cap. 5; and 27 and 28 Vict. caps. 32, 80, and 270, and all other Acts (if any) relating to the Lancashire and Yorkshire Railway Company, the Great Eastern Railway Act 1862, and all Acts in any way referred to in that Act; 25 and 26 Vict. caps. 8, 187, 195, 200, and 223; 26 and 27 Vict. caps. 69, 71, 74, 83, 88, 143, 178, 186, 190, 191, 193, 203, 205, 217, 222, and 225; 27 and 28 Vict. caps. 62, 79, 86, 90, 95, 102, 122, 124, 144, 178, 182, 219, 221, 229, 231, 240, 242, 243, 246, 282, 313, 315, 322, and 326, and all other Acts (if any) relating to the Great Eastern Railway Company, or conferring powers upon that Company with reference to their own or any other undertaking.

And notice is hereby also given that a plan and section in duplicate of the intended railways, and of the lands to be taken under the compulsory powers of the intended 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 clerk of the peace of the county of Cambridge, at his office in Cambridge, and with the clerk of the peace of the Isle of Ely, at his office in Wisbeach, and with the clerk of the peace of the county of Huntingdon, at his office in Huntingdon, and with the clerk of the peace of the county of Northampton, at his office in Northampton, and with the clerk of the peace of the liberty of Peterborough, at his office in Peterborough, and with the clerk of the peace of the Kesteven division of the county of Lincoln, at his office in Sleaford, and with the clerk of the peace of the Lindsey division of the county of Lincoln, at his office in Spilsby, and with the clerk of the peace of the county of the city of Lincoln, at his office in Lincoln, and with the clerk of the peace of the West Riding of the county of York, at his office in Wakefield, and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place, will be deposited in the case of a parish with the parish clerk of such parish, at his residence, and in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence, and that all such deposits will be made before the first day of December next, and will be accompanied by a copy of this notice, and that copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons, before the 24th day of December next.

Dated the 10th day of November, 1864.

T. A. and J. Grundy, and Co., Manchester.

Maynard and Son, 57, Coleman-street, London, Solicitors for the Bill.

Penzance and St. Just Railway.

(Construction of Railway from Penzance to St. Just in Penwith.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session thereof, for leave to bring in a Bill for the purposes, or some of the purposes, following (that is to say):

To incorporate a Company (hereinafter referred to as the Company) for making and maintaining the railway hereinafter mentioned, together with all necessary and convenient stations, approaches,

bridges, roads, communications, and other works (that is to say):

A railway commencing in the parish of Penzance, in the county of Cornwall, in a field near to the Bullock Market, in the said parish, and which field belongs to Charles Tremereheere, and is now in the occupation of William Richards, or his under-tenants, and is numbered 231 on the tithe commutation map of that parish, at a point in that field, 50 yards or thereabouts, to the north-eastward of the south-west corner thereof; passing from, in, through, or into the several parishes, townships, and extra-parochial and other places of Penzance, Madron, Sancreed, and St. Just in the Hundred of Penwith, or some of them, in the county of Cornwall, and terminating in the said parish of St. Just, in the county of Cornwall, in a field called or known as the churchyard field, and numbered 2835 on the tithe commutation map of that parish, at a point in that field, 80 yards or thereabouts, to the northward of the north-east corner of the parish church of St. Just.

To confer on the Company all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them (that is to say):

To deviate laterally from the line of the intended railway and works, to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, divert, alter, or stop up, for the purposes of the Bill, and either temporarily or permanently, any roads, streets, ways, highways, streams, gas, water and other pipes, sewers, canals, navigations, rivers, bridges, railways, and tram-roads, within the parishes and other places aforesaid.

To purchase by compulsion, and also by agreement, lands, houses, and hereditaments for the purposes of such railway and works; and to levy tolls, rates, and duties, upon or in respect of the intended railway and works; to alter existing tolls, rates, and duties, and to confer exemptions from the payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

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

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

And it is intended to amend the Public General Act, 9 and 10 Victoria, chapter 57, for regulating the gauge of railways.

And notice is hereby also given, that plans and sections of the proposed railway and works, with a book of reference to such plans, and a published map with the lines of the proposed railway delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office at St. Austell, in that county; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place, in or through which the said railway and works, or any part of them will be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each parish,

with the parish clerk thereof, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 10th day of November, 1864.

Grylls, Hill, and Hill,

Helston,

Millett and Borlase,

Penzance,

Simson and Wakeford 22, Abingdon-street, Westminster, Parliamentary Agents.

Solicitors for the Bill.

Exeter Gas Light and Coke Company.

(Repeal and Consolidation of Acts; Dissolution and Re-incorporation of Company, with Powers to Manufacture and Supply Gas in Exeter and neighbouring Parishes; Regulation and Increase of Capital; Provisions with reference to Exeter Commercial Gas Light and Coke Company.)

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 alter and amend the Acts (local and personal) 56 George III, chapter 10, and 6 and 7 William IV., chapter 27, relating to the Exeter Gas Light and Coke Company, and to confer further powers with reference to the manufacture and supply of gas within the city and county of the city of Exeter, and in the several parishes of Alphington, Heavitree, Saint Leonard, Saint Thomas the Apostle, and Topsham, in the county of Devon, or otherwise to repeal the said Acts, and to consolidate the provisions thereof, and of the intended Act in one Act, and, if thought fit, to dissolve the said Company, and to re-incorporate the shareholders into a Company by the same or another name, and to vest in the Company so incorporated all the lands and property, real and personal estate, undertaking, powers, rights, and privileges of the dissolved Company, and to confer upon the Company all other powers, rights, and privileges that may be necessary, proper, or expedient for enabling them to manufacture gas at any of the works at which the Company are now manufacturing the same, such works respectively being situate in the parish of Saint Edmund on the Bridge, in the county of the city of Exeter, bounded on the north by a waste water leat from Smith's Weir, on the east by Tudor's lane, or Tudor's-street, on the south by lands belonging to Richard Dewdney Worthy, Esquire, William Whitfield, and others, and on the west by Sadler's-lane, and in the parish of Saint Thomas the Apostle, in the county of Devon, bounded on the north and north-east by lands belonging to the Mayor, Aldermen, and Citizens of Exeter, adjoining the Exeter Basin, and partly on the east by lands belonging to George Turner and Marianna Browning, on the south and south-west by lands belonging to George Turner and Marianna Browning, and by Marsh-lane or Water-lane, and on the north-west and west by lands now or late belonging to Mary Wotton Copp, and to store up and supply gas for public and private lighting within the limits aforesaid, and otherwise effectually and profitably to carry on their undertaking.

To define, fix, and regulate the capital of the Company, and convert or authorise the conversion of shares into stock, and to authorise the Company to raise further sums of money by the creation of preference, ordinary, or debenture shares or stock,

or by mortgage of their undertaking, and to convert into shares or stock certain moneys laid out in the extension of works, and to lay down, continue, maintain, and renew mains and pipes in, under, or upon any turnpike or other roads, highways, bridges, streets, lanes, rivers, and other places within the limits aforesaid, and for such purposes to open, break up, cross, and divert any such turnpike or other roads, highways, bridges, streets, lanes, rivers, and places, and to purchase lands and houses, by agreement, for the purposes of their undertaking, within the city and county of the city, parishes and places aforesaid, and to vary and extinguish all existing rights and privileges connected with such lands and houses or otherwise which would prevent or hinder the undertaking being fully carried into effect, and to confer other rights and privileges, and to authorise contracts and agreements for public lighting, and to authorise the levying of rates, rents, and charges for the supply of gas, and for the sale and hire of meters, lamps, pipes, fittings, and other apparatus, and the alteration of existing rates, rents, and charges, and the conferring, varying, and extinguishing of exemptions from rates, rents, and charges.

To make provision for more effectually vesting in the Company the undertaking, property, easements, rights, and privileges, estate and effects of, or at any time belonging to the Company, incorporated by the Act (Local and Personal) 6 and 7 Will. IV., cap. 4., by the name of "The Exeter Commercial Gas Light and Coke Company," and for confirming or otherwise providing for the dissolution of that Company, and for confirming any arrangements entered into, or transactions effected between the Companies, in relation to the matters aforesaid, and to repeal the last-mentioned Act; also the Act (Local and Personal) 1 and 2 Vic., cap. 51, relating to the Exeter Commercial Gas Light and Coke Company.

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

Dated the 11th day of November, 1864.

John Gidley, Exeter;

John Daw and Son, Exeter;

Solicitors for the said intended Act.

Pritt, Sherwood, Venables, and Grubbe, 7,

Great George-street, Westminster, Parliamentary Agents.

In Parliament - Session 1865.

Radstock and Bath Railway.

(Incorporation of Company—Power to make Railways from Radstock to Dundas and Bath—Junctions with Great Western Railway—Compulsory Purchase of Lands—Tolls—Power to purchase Lease or make arrangements for acquiring the undertaking of the Company of Proprietors of the Somersetshire Coal Canal Navigation, or any part or parts thereof—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 upon the broad, narrow, or mixed gauge, 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 Radstock, in the county of Somerset, at or near the Bell Inn, and the eastern side of the bridge carrying the turnpike road from Bath to Wells, over the tramway of the Company of proprietors of the Somersetshire Coal Canal Navigation, and terminating in the parish of Monckton Combe, in the county of Somerset, by a junction with the Wilts, Somerset, and Weymouth Branch of the Great Western Railway, at or near a point 4 chains or thereabouts, measured in a southwardly direction along the railway from the aqueduct carrying the Kennet and Avon Canal over the said railway, and which said intended railway will pass from, through, or into the several parishes, extra-parochial and other places following, or some of them, that is to say,—Radstock, Kilmersdon, Writhlington, Camerton, Foscote, otherwise Foxcote, Woodborough, Shoscombe, Twinney, otherwise Twinhoe, Wellow, Charterhouse Hinton, White-ox-Mead, otherwise Whittox Mead, Freshford, South Stoke, Midford, Stoney Littleton, Norton Saint Philip, otherwise St. Philip's Norton, Monckton Combe and Claverton, in the county of Somerset, and Limpley Stoke and Bradford, in the county of Wilts.

A railway (No. 2) wholly in the parish of Radstock, commencing by a junction with the last described railway at or near a point 30 chains or thereabouts, measured in an easterly direction from the commencement of that railway, and terminating by a junction with the Radstock Branch of the Great Western Railway, at or near a point $3\frac{1}{2}$ chains or thereabouts, measured in a northwardly direction along that railway from the mile post denoting $122\frac{1}{2}$ miles from London.

A railway (No. 3) wholly in the parish of Bathwick and county of Somerset, commencing by a junction with the Great Western Railway, at or near a point $4\frac{1}{2}$ chains or thereabouts, measured along that railway in a westwardly direction from the mile post denoting $105\frac{1}{2}$ miles from London, and terminating on the east side of the south approach road to Cleveland Bridge, being 6 chains or thereabouts from a house known as No. 4, Rochfort Place, in the said parish of Bathwick.

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 authorise the Company of proprietors of the Somersetshire Coal Canal Navigation to sell, lease, or transfer, to the said Company the whole or any part of the undertaking, works, lands, and property, rights, powers, privileges, and authorities, now vested in or belonging to them, upon such terms and conditions, and for such considerations, as may have been or may be agreed on between

the said Companies, or as may be prescribed in and by the said intended Act, and to authorise the Company to purchase, lease, take, exercise, and enjoy the said undertaking, works, lands, and property, and all the rights, powers, privileges, and authorities, upon such terms and conditions and for such considerations as aforesaid.

To confirm and give effect to all or any agreements or arrangements already made, or hereafter to be made between the before-mentioned Companies, with reference to all or any of the matters aforesaid, or other objects and purposes of the said intended Act.

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 Great Western 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 Great Western Railway Company is now authorised to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the Great Western Railway Company to enter into agreements for an interchange of traffic and for working, maintaining, managing, and using the said lines of railway and works, or any of them.

To alter, amend, extend, and enlarge, and, if need be, to repeal some powers and provisions of the following Acts, relating to the Great Western Railway Company and their undertaking:—33 Geo. 3, cap. 112; 35 Geo. 3, cap. 72; 39 Geo. 3, cap. 60; 49 Geo. 3, cap. 42; 55 Geo. 3, cap. 30; 57 Geo. 3, cap. 15; 1 and 2 Geo. 4, caps. 61 and 63; 6 Geo. 4, cap. 168; 7 Geo. 4, cap. 53; and 3 Wm. 4, cap. 70; 5 and 6 Wm. 4, cap. 7; 6 Wm. 4, caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837) and 24, and 26; (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., (Session 2) cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 69; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190 and 191; 9 Vic., cap. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 275, 278, 300, 303, 307, 313, 315, 326, 328, 335, 337, 338, 369, 383 and 402; 10 and 11 Vic., caps. 60, 72, 76, 86, 91, 101, 109, 144, 149, 154, 177, 226 and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158 and 159; 12 and 13 Vic., cap. 55; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98 and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81 and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147 and 168; 16 and 17 Vic., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212 and 227; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215 and 222; 18 Vic., caps. 11, 59 and 69; 18 and 19 Vic., caps. 98, 171, 175, 181, 183 and 191; 19 and 20 Vic., caps.

111, 126 and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, 116, 119 and 158; 21 and 22 Vic., caps. 90, 123, 126, 139, 142 and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 17, 22, 40, 46, 59, 64, 76, 81, 84, 105, 120, 134 and 138; 23 Vic., cap. 76; 23 and 24 Vic., caps. 69, 72, 76, 82, 94, 127 and 128; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227 and 240; 25 and 26 Vic., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221 and 226; 26 and 27 Vic., caps. 113, 127, 136, 151 and 198; and 27 and 28 Vic., caps. 76, 176, 196, 200, 266, 295, 302, 304, 306 and 329; and the following Acts relating to the Company of proprietors of the Somersetshire Coal Canal Navigation; 34 Geo. 3, cap. 86; 36 Geo. 3, cap. 48; 42 Geo. 3, cap. 35; and any other 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, 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 Somerset, at his Office, in Wells, in the said county, and with the Clerk of the Peace for the county of Wilts, at his office, in Marlborough, 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 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.

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 tenth day of November, 1864.

Thos. White and Sons, Bedford-row,
London, Solicitors.

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

Richmond Gas.

(Dissolution of old Company and incorporation of new, with powers to manufacture and supply Gas to Richmond, Petersham, Ham, Mortlake, Kew, and other places—Construction of Works—Regulation and Increase of Capital—Conversion of Shares into Stock—Sale of portions of Land and Works.)

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

To dissolve the Richmond Gas Company, 1853, limited, (hereinafter called the Old Company), and to annul their articles of agreement or deed or deeds of settlement, and to incorporate the share-

holders or some of the shareholders of such Company, together with such other persons and corporations as may become shareholders in the undertaking, by the same or another name, and to vest in the Company so incorporated (hereinafter called the Company), the land held by or in trust for the old Company, situate at, within, or near Mortlake, in the county of Surrey.

And also to vest in the Company all existing Gas Works and Buildings upon the said land, and all other works, buildings, mains, and plant, and all the undertaking, lands, houses, tenements, works, monies, property, estates and effects, powers, rights, and privileges whatsoever of the Old Company, and held by or in trust for them; and to confer upon the Company all usual, necessary, and proper powers for manufacturing and supplying gas, for public and private purposes, within all or any parts of the parishes of Richmond, Petersham, Ham, Mortlake, and Kew, and the hamlet of Ham, in the county of Surrey.

To authorise the Company upon the lands so to be vested in or acquired by them, under the powers of the intended Act, or any part or parts thereof, from time to time, to construct, enlarge, maintain, alter, and improve such works as they may think fit, for the manufacture, storing, and supply of gas or otherwise, for the purposes of the undertaking; and to vary or extinguish all existing rights and privileges connected with such lands respectively, or which would in any manner impede, or interfere with carrying into effect the object and purposes of the intended Act, and to confer other rights and privileges.

To continue, maintain, alter, renew, lay down, and remove, mains, pipes, and other apparatus, along, through, over, and under, and for these purposes, to open, break up, and cross, alter, or divert any roads, highways, footways, bridges, streets, squares, open grounds, railways, canals, tramways, sewers, drains, mill-streams, watercourses, passages, and other places, in the parishes, hamlet, and places above-mentioned, or any or either of them.

To fix, ascertain, alter, regulate, and determine the capital of the Company, and to determine, increase, and alter the number of directors and scale of voting, and the number and amount of shares, and to authorise the Company to raise a further sum of money by the creation of shares or stock, with or without preference, priority, or guarantee, in payment of interest or dividend, and to borrow money on mortgage of their undertaking, or on the bonds of the Company, and to capitalize certain monies laid out or expended by the Old Company in extending their works, or for or in respect of the same, or otherwise for the general purposes of their undertaking and property, and if thought fit, to consolidate all or any of the shares of the Company into stock, and to provide for the distribution of the same amongst the shareholders.

To levy rates, rents, and charges for the supply of gas, and for the sale and hire of gas meters and fittings, and to alter existing rates, rents, and charges, and to confer, vary, or extinguish exemption from payment of rates, rents, and charges, and to confer, vary, or extinguish other rights and privileges, and to confer upon the Company all necessary powers and authorities for the purposes of the intended Act, and to authorize and empower the Company to enter into contracts for the supply of gas with all corporations, public bodies, commissioners, companies or persons, and to enable the Company to carry on all the business of a Gas Company within the limits aforesaid.

To authorise and empower the Company, from time to time, to let, sell, and dispose of such portion or portions of the land and hereditaments, and of their works and other property as shall not be appropriated, used, or required for the purposes of

their undertaking, to such Company or Companies, body, or bodies, person or persons, for such price or consideration, and upon such terms and conditions as may have been, or may hereafter be agreed upon, and to confer upon the parties respectively all necessary and proper powers incidental to such matters.

To incorporate wholly or partially "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Gas Works Clauses Act, 1847," and to confer all other powers usual or desirable for the purposes of the intended Act.

And notice is hereby further given, that on or before the 31st day of December next, printed copies of the intended Act, will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1864.

Smith and Son, Richmond, Surrey, Solicitors for the intended Act.

Lancashire and Yorkshire, Midland, and Leeds, Bradford and Halifax Junction Railways.

(Construction of New Railways near Bradford, with Branch to Thornton—Powers to Lancashire and Yorkshire, Midland, Leeds, Bradford, and Halifax Junction and Great Northern Railway Companies in relation thereto—Incorporation of Company—Additional Capital—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the construction of the railways following, or some of them, with all proper stations, approaches, works, and conveniences connected therewith respectively, that is to say:—

First. A railway herein referred to as Railway No. 1, commencing in the township of Bowling, in the parish of Bradford, in the West Riding of the county of York, by a junction with the Lancashire and Yorkshire Railway at a point ten and a half chains or thereabouts south of the bridge, carrying a new street called Ripley-street over the said railway, and terminating in the township of Manningham and parish of Bradford by a junction with the Leeds and Bradford line of the Midland Railway, at a point four chains or thereabouts south of the bridge carrying Bolton-lane over the said Leeds and Bradford line, which said intended railway will pass from, in, through, or into the several townships and places following, or some of them, namely,—Bowling, Horton, Great Horton, Little Horton, Manningham, and Bradford, all in the parish of Bradford, in the West Riding of the county of York.

Secondly. A railway herein referred to as Railway No. 2, situate wholly in the township of Bowling and parish of Bradford aforesaid, commencing by a junction with railway No. 1, near to a house called Bowling House, and terminating by a junction with the Lancashire and Yorkshire Railway at a point nine and a half chains or thereabouts north of the said bridge carrying Ripley-street over that railway.

Thirdly. A railway herein referred to as Railway No. 3, situate wholly in the township of Bowling in the parish of Bradford aforesaid, commencing by a junction with railway No. 2 near to the south end of a private road leading from Ripley-street to Bowling Mills, and terminating by a junction with the railway authorized by "The Leeds, Bradford, and Halifax Junction Railway Act, 1864," at or near to where Bailey-street joins Bowling-hall-lane.

Fourthly. A railway herein referred to as Rail-

way No. 4, situate wholly in the township of Manningham in the said parish of Bradford, commencing by a junction with railway No. 1 at a point six chains or thereabouts east of Manningham-lane, and terminating by a junction with the said Leeds and Bradford line of the Midland Railway at a point about four chains south of the footway and pipes under the said railway which communicate between a reservoir on the west side of the line and the dye-works of Messrs. Ingham and Sons on the east side of the line in Valley-road.

Fifthly. A railway herein referred to as Railway No. 5, commencing in the township of Horton in the said parish of Bradford by a junction with Railway No. 1 near to the Old Red Lion Inn in Little Horton-lane, and terminating in the township of Thornton in the same parish, at the Bradford and Thornton turnpike road, and near to the house known as Dole House, which last-mentioned intended railway will pass from, in, through, or into the townships and places following, or some of them, namely—Horton, Little Horton, Great Horton, Clayton, and Thornton, all in the parish of Bradford, in the West Riding of the county of York.

And by the intended Act it is proposed to authorize the purchase by compulsion or agreement of lands, houses, and property for the purposes thereof, and the varying and extinguishment of all existing rights or privileges in any manner connected with such lands, houses, or property, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and the conferring of other rights and privileges, and also the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all such turnpike and other roads, railways, tramways, aqueducts, canals, cuts, streams, navigations, and rivers, within or adjoining to the aforesaid parishes, townships, and other places, or any of them, as may be necessary in consequence of the construction, and for the purposes of the said intended railways and works, or any of them.

And it is further proposed by the intended Act to authorize the levying of tolls, rates, and charges for the use of the said intended railways and works, or any of them, and to confer exemptions from the payment of such tolls, rates, and charges, and to exercise all other usual and necessary powers.

And the intended Act will either empower the Lancashire and Yorkshire Railway Company solely, or that Company jointly, with the Midland Railway Company, the Leeds, Bradford, and Halifax Junction Railway Company, and the Great Northern Railway Company, or any or either of them, to execute the purposes thereof, or will incorporate a Company for such purposes.

And the intended Act will enable the Lancashire and Yorkshire Railway Company, the Midland Railway Company, the Leeds, Bradford, and Halifax Junction Railway Company, and the Great Northern Railway Company, hereinafter called "the four Companies," or any or either of them to become shareholders in, and to contribute funds towards the objects of the said intended Act, and to apply their respective corporate funds to the purposes thereof, and to raise further moneys for such purposes by the creation of new shares in their respective Companies, with or without preference or priority in the payment of dividends or other special advantages attached thereto, and by borrowing, or by either of those means.

And the intended Act will empower the con-

tributing Companies to appoint directors of the proposed Company, or to appoint members of a joint committee or joint committees for the purposes of the intended Act.

And the intended Act will provide for regulating the construction, working, use, management, and maintenance, by all or any of the aforesaid Companies of the intended railways and works, or any or either of them, or any part thereof respectively, and the supply and maintenance of engines, carriages, and rolling stock and other stock or plant for the same, and the appointment, dismissal, and regulation of officers and servants in relation thereto. And with respect to the payment and contribution by the Companies respectively towards the costs, charges, and expenses of such construction, working, use, management, and maintenance, and with respect to the conduct, regulation, management, and transmission of the traffic upon the intended railways, or any or either of them, or any part thereof respectively, and the respective railways of the four Companies, or any or either of them, or any parts of the said railways respectively, including the working, user, management, and maintenance, of the said railways, or any of them, or any part or parts thereof, and the stations, works, and conveniences connected therewith respectively; and with respect to the levying, collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from such respective traffic, and the tolls, charges, or other consideration to be paid for such use or otherwise, and will authorize the making of agreements or arrangements with reference to all or any of the matters aforesaid, and confirm any agreements already entered into with reference to all or any of the purposes aforesaid.

And it is proposed by the intended Act to alter, amend, or extend, or if need be to repeal all or some of the powers and provisions of the several Acts of Parliament following, or some of them, that is to say, local and personal Acts:—1 and 2 William IV., cap. 60; 2 William IV., cap. 69; 5 William IV., cap. 30; 6 and 7 William IV., cap. 3; 7 William IV., cap. 24; 1 Vic., cap. 25; 2 and 3 Vic., cap. 55; 4 Vic., cap. 25; 7 Vic., caps. 16 and 34; 7 and 8 Vic., caps. 60 and 82; 8 and 9 Vic., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vic., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vic., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vic., caps. 71 and 115; 12 and 13 Vic., caps. 50, 71, and 74; 13 and 14 Vic., caps. 83, 95, and 99; 14 and 15 Vic., caps. 46, 56, and 89; 15 Vic., cap. 96; 15 and 16 Vic., cap. 132; 16 and 17 Vic., caps. 163 and 211; 17 Vic., caps. 58 and 59; 17 and 18 Vic., cap. 117; 21 and 22 Vic., caps. 106 and 143; 22 and 23 Vic., caps. 110 and 129; 24 and 25 Vic., caps. 34, 36, 37, 50, and 101; 25 and 26 Vic., cap. 97; 26 and 27 Vic., cap. 5; and 27 and 28 Vic., caps. 32, 55, 80, 270, and 273, relating to the Lancashire and Yorkshire Railway Company or their undertaking; and any other Act or Acts relating to that Company; 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., 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps.

81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 82, 182, and 183; and 27 and 28 Vic., caps. 164, 221, 226, 230, 231, and 245, relating to the Midland Railway Company or their undertaking, and any other Act or Acts relating to that Company, "The Leeds, Bradford, and Halifax Junction Railway Act, 1852," "The Leeds, Bradford, and Halifax Junction Railway Act, 1853," "The Leeds, Bradford, and Halifax Junction Railway Act, 1854," "The Leeds, Bradford, and Halifax Junction Railway Act, 1855," "The Leeds, Bradford, and Halifax Junction Railway Act, 1859," "The Leeds, Bradford, and Halifax Junction Railway Act, 1861," "The Leeds, Bradford, and Halifax Junction Railway Act, 1862," and "The Leeds, Bradford, and Halifax Junction Railway Act, 1864," relating to the Leeds, Bradford, and Halifax Junction Railway Company or their undertaking, or any other Act or Acts relating to that Company; 9 and 10 Vic., caps. 71, 88, and 352; 10 and 11 Vic., caps. 143, 146, 148, 248, 272, 286, and 287; 11 and 12 Vic., cap. 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 45 and 114; 15 and 16 Vic., cap. 153; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 188; 21 and 22 Vic., cap. 113; 22 Vic., cap. 35; 23 and 24 Vic., cap. 168; 24 and 25 Vic., caps. 35, 70, 133, 143, and 175; 25 Vic., caps. 1 and 46; 25 and 26 Vic., caps. 58, 86, 124, 190 and 200; 26 and 27 Vic., caps. 147, 191, and 203; and 27 and 28 Vic., caps. 202, 224, 242, and 243, relating to the Great Northern Railway Company or their undertaking, and any other Act or Acts relating to that Company.

And notice is hereby also given, that on or before the 30th day of November in the present year a published map, and plans, and sections, describing the lines and levels of the proposed railways and works, with a book of reference to such plans and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the West Riding of the county of York at his office in Wakefield, and that on or before the same day a copy of the said plans, section, and book of reference, together with a copy of this notice, will be deposited with the parish clerk of the parish of Bradford at his residence.

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

Dated this 14th day of November, 1864.

T. A. and J. Grundy and Co., Manchester,
Solicitors for the Bill.

In Parliament—Session 1865.

Sheffield Waterworks.

(Extension of Time for making General Certificate; Extension of the Term during which the Commissioners may exercise their Powers; Further Powers to Commissioners and Company; Amendment of Acts, &c.)

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

To alter, amend, extend, and enlarge some of the powers and provisions of the following Acts (local and personal), 16 and 17 Vic., cap. 22; 23 and 24 Vic., cap. 70; and "The Sheffield Water Works Act, 1864."

To extend (if the same be considered necessary or expedient) the time limited by the last-mentioned Act for making the general certificate by

the Commissioners, constituted by the said Act, and therein styled "The Sheffield Inundation Commissioners," and to continue the Commission for a further term, and to extend the time or respective periods limited by the said Act for doing or allowing to be done, any act, matter, or thing dependent upon the making of the general certificate.

To make further and other provisions for carrying on the Commission, and the powers and duties of the Commissioners and of the Company of Proprietors of the Sheffield Water Works.

The Bill will vary and extinguish all rights and privileges which interfere with its objects.

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 17th day of November, 1864.

Albert Smith and Son,
Solicitors for the Bill.

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

Liverpool United Gaslight Company.

(Extension of Works—Further powers of raising Money and taking Lands—Provisions as to Reserve and Contingent Fund, and creation of Maintenance and Depreciation Fund—Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament next Session for leave to bring in a Bill to amend or repeal some of the provisions of "The Liverpool United Gaslight Company's Act, 1848," and to effect the objects, or some of the objects following, namely:

To empower "The Liverpool United Gaslight Company," (hereinafter called "the Company," for the purposes of their Act of 1848, and of the Bill, to raise more money by the creation of new shares and stock, and by borrowing on mortgage or otherwise, and to increase and regulate their capital and the shares and stock therein.

To repeal the restriction imposed by the said Act of 1848 on the quantity of land to be held by the company.

To empower the company to purchase, take, and hold, and to erect and maintain works for the manufacture and storage of gas upon the lands following, that is to say:

A piece of land in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-hill, in the county of Lancaster, containing 10 acres or thereabouts, bounded on the west side by Litherland-road, on the north and south sides respectively by lands of the Earl of Derby, and on the east side by the Leeds and Liverpool canal.

A piece of land in the township of Garston, in the parish of Childwall, in the said county, containing 10 acres or thereabouts, being part of a field called the "Chapel Field," bounded on the southerly side by Banks-road, on the northerly side by the railway leading from Garston to St. Helens, on the westerly side by the churchyard adjoining to Garston Chapel, and on the easterly side by other part of the said "Chapel Field."

To increase the reserved or contingent fund of the company under the said Act of 1848, and to vary and extend the objects to which the same and the interest and dividends thereof are applicable.

To authorize the setting apart of a maintenance, or depreciation fund out of the profits of the company before the division of profits among the proprietors.

To confer, vary, or extinguish other rights and privileges.

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

Dated this 12th day of November, 1864.

*J. B. Lloyd, Garnett and Lloyd, Liverpool.
J. Dorington and Co., Parliamentary Agents,
6, Parliament Street, Westminster.*

Plymouth and Dartmoor Railway.

(Additional Capital; Arrangements with South Devon Railway Company; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Plymouth and Dartmoor Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them (that is to say):—

To enable the Company to raise a further sum of money for the general purposes of their undertaking by the creation of new shares or stock, with or without a preference or priority in payment of dividend over all or any other charges affecting the revenues of the Company, or with other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by both of those means, and to alter, amend, extend, and enlarge all or some of the powers and provisions of the several Acts following, or some of them (that is to say): local and personal 59 Geo. III., cap. 115; 1 Geo. IV., cap. 54; and 1 and 2 Geo. IV., cap. 125, relating to the Company; or otherwise to repeal the said Acts, and to incorporate all or some of the provisions thereof and of the intended Act into one Act; and, if thought fit, to dissolve the Company and re-incorporate the same with such further powers and provisions as may be necessary or desirable for enabling them more effectually to carry out their undertaking.

And it is proposed by the said intended Act to authorize the Company and the South Devon Railway Company to enter into arrangements and agreements with reference to the adaptation to the purposes of the Company of so much of the railways belonging to the South Devon Railway Company as is situate between the point of junction therewith of the railway of the Company and Sutton Pool, and with reference to the use thereof by the Company, and of the works and conveniences upon or connected therewith, and with reference to the forwarding and transmission of traffic to, from, and over the railways or parts thereof of the Company and the South Devon Railway Company respectively, and with reference to the payment of such tolls, rates, duties, or other consideration in respect to the matters aforesaid, as shall be mutually agreed upon between the Companies.

And, so far as may be necessary for the purpose aforesaid, the said intended Act will alter, amend, and enlarge the powers and provisions of the Acts (local and personal) 7 and 8 Vict., cap. 68; and 9 and 10 Vict., cap. 302; and any other Act or Acts relating to the South Devon Railway Company,

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

Dated this 16th day of November, 1864.

Harrison, Beal, and Harrison, Bedford-row,

*Swift and Co., 32, Great George-street,
Westminster, Solicitors for the Bill.*

In Parliament—Session 1865.

Stapenhill and Burton-upon-Trent Bridge.

(Construction of new Bridge; Powers to Company to be incorporated, and to Marquess of Anglesey and his Trustees.)

APPPLICATION is intended to be made to Parliament next session for leave to bring in a Bill to effect the objects, or some of the objects following; viz.:—

To authorise the construction and maintenance of a new bridge over the River Trent, with approaches thereto, to commence in the township of Burton Extra, in that part of the parish of Burton-upon-Trent which is in the county of Stafford, in or near a garden situate in Lichfield-street, in the said township of Burton Extra, belonging to the said Marquess, and in the occupation of Mr. John Bell, and to terminate in the township of Stapenhill, in the county of Derby, in the road leading from Rosliston to Burton-upon-Trent, at or near the house belonging to the said Marquess called the Barley Mow Inn, and occupied by Miss Elizabeth Anne Newbold; which bridge and approaches will be made in or pass from, through, or into the several parishes, townships, and places following, or some of them; that is to say:—Burton-upon-Trent parish, Burton-upon-Trent township, and Burton Extra township, in the county of Stafford, and the parish of Burton-upon-Trent, and parish and township of Stapenhill, in the county of Derby.

To authorise the construction and maintenance of all necessary and convenient ways and approaches from and out of the said new bridge and approaches, in the several townships and parishes aforesaid, to communicate with buildings and lands adjoining or lying near thereto.

To authorise the construction and maintenance of all proper piers, abutments, walls, embankments, and other works and conveniences in connection with or for the purposes of the proposed bridge, and other objects of the Bill.

To authorise the crossing, diversion, alteration, or stopping up, either temporarily or permanently, of any streets, roads, approaches, ways, streams, waters, waterways, watercourses, drains, sewers, and pipes, within the respective parishes, townships, or places aforesaid, which it may be expedient to cross, divert, alter, or stop up, for the purposes of the Bill.

To authorise the purchase, by compulsion and by agreement, of lands, houses, and hereditaments in the said several parishes, townships, and places (including the ferry over the Trent, at or near the site of the intended bridge), and to vary or extinguish any rights and privileges connected therewith, and all other rights and privileges which would interfere with the execution of the objects of the Bill.

To authorise the levying of tolls, rates, and charges upon or in respect of the said bridge and works, and to confer exemptions from the payment thereof, and to abolish the said ferry and the tolls and dues there taken.

To incorporate a Company for the purposes, or some of the purposes, of the Bill.

To empower the Company and the Marquess of Anglesey, and the trustees of his settled estates, or any of them, jointly or severally, or either of them alone, to effect the objects, or any of the objects to be authorised, and to exercise the powers, or any of the powers, to be given by the Bill, and to provide, contribute, and apply funds, and to empower the Marquess and the trustees to raise funds by sale or mortgage of parts of the

settled estates, for the purposes, or any of the purposes, of the Bill.

To enable the Marquess of Anglesey and the trustees of his settled estates, and the Company, to make and carry into effect contracts with respect to the purposes, or any of the purposes, of the Bill, and any matters incident thereto or connected therewith.

To confer, vary, or extinguish other rights and privileges.

On or before the 30th day of November, 1864, plans and sections of the proposed bridge and works, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office in Stafford, and with the Clerk of the Peace for the county of Derby, at his office at Derby; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said bridge and works will be made, with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk of such parish, at his residence.

On or before the 23rd day of December, 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.

R. M. and F. Lowe, Solicitors, Temple, London.

Richardson and Small, Solicitors, Burton-on-Trent.

In Parliament : Session 1865.

Redhill Gas and Water.

(Incorporation of Company—Cancellation of existing Memorandum of Association, Powers to maintain Gas Works and supply Gas, Provisions as to a supply of Water, Additional Capital).

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

To incorporate by the same or some other name the Redhill Gas Company (Limited), hereinafter referred to as "the Company," and to confer upon the Company all necessary powers and authorities for carrying into effect the objects of the Bill.

To dissolve the Company as it now exists, and to cancel the Memorandum of Association under which the Company are now acting, and to vest in the new Company the undertaking, property, and rights of the dissolved Company.

To confer upon the Company powers of lighting and supplying gas within all or any part of the following limits, namely : The parishes of Reigate, Old Borough, Foreign of Reigate, Nutfield, Bletchingley, Horne, Charlwood, Walton, Horley, Leigh, Betchworth, Buckland, Gatton, Merstham, Chipstead and Godstone, and the Liberty of Kingswood, in the County of Surrey, and within all or any part of the same limits to supply water for domestic, public, sanitary, and other purposes, and for the purposes of such supply of gas and water, or either of them, to authorise the Company within those limits, or any part thereof, to break up streets, turnpike and other roads, highways, courts, public passages, and places, and to lay down, maintain, and renew pipes, and other apparatus for gas and water, or either of them, and to levy and collect rates or rents for the supply of gas and for the supply of water for domestic and other purposes, and to enter into contracts for

public and private lighting, or for a supply of water with any corporation, local board, inspectors, companies, inhabitants, or others, and to supply public lamps and apparatus within the limits, or any part of the limits before described.

To enable the Company to maintain their existing gas works situate at or near the Brighton turnpike road, in the foreign of the parish of Reigate aforesaid, bounded on the west partly by the said turnpike road leading from Gatton aforesaid to Povey Cross, and commonly called the Brighton road, and partly by a stream of water there, forming the boundary between the said gas works and land belonging to Messrs. James and Charles Hall or either of them, on the north by land belonging to the South Eastern Railway Company, and on the east and south by land belonging to the London, Brighton, and South Coast Railway Company, and to improve, enlarge, and extend the same gas works upon the same lands or any lands adjoining thereto hereinafter mentioned, and to maintain and construct all such buildings, retorts, gasometers, gas meters, and other works and conveniences as may be necessary.

To authorise the Company to manufacture gas and the several matters and things producible from the residual products arising or resulting from the manufacture of gas, and to manufacture, sell, and dispose of coke, coal, tar, and residual and other products, and to take licences of patents or patent rights, and to manufacture, purchase, or hire gas meters, fittings, and other apparatus, and to let and sell the same, and generally to carry on the business usually carried on by gas companies, or which is or may become incident thereto.

To authorise the Company to acquire and take a piece of land all in the foreign of the parish of Reigate, belonging or reputed to belong to James and Charles Hall, or either of them, abutting upon the premises of the Company on the one side, on the stream bounding the present gas works of the Company on another side, and on the Brighton turnpike road on one other side, and to use such land for the purposes of the gas works and for the purposes of the water works or either of them.

To enable the Company upon the before-mentioned piece of land to be acquired by them under the powers of the Bill, to sink a well or shaft, with a reservoir or tank connected therewith, and thereby obtain a supply of water for distribution within the parishes and places before described, or any of them; and also to sink wells and shafts on any other lands from time to time belonging to the Company.

To confer powers on the Company for the compulsory purchase of lands and houses for the purposes of their undertaking, and the purchase of other lands by agreement.

The Bill will define, alter, authorise, and regulate the existing capital of the Company, and its distribution into shares, and will enable the Company to raise further capital by shares, stock, borrowing on mortgage or bond and debenture stock, or any of those means; and to make further and other provisions with reference to the augmentation of the share and loan capital of the Company.

The Bill will vary or extinguish all rights and privileges which will interfere with its objects, and will alter rates, tolls, and duties, and vary and extinguish exemptions, and confer other exemptions, and will incorporate with itself all or some or some parts of the following Acts, viz.: "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Gas Works Clauses Act, 1847," "The Waterworks Clauses Act, 1847," "The Waterworks Clauses Act, 1863," and "The Lands Clauses Consolidation Act, 1845," and the Amendment Act, 1860.

Plans and sections of the works, and describing

the lands to be taken under the powers of the Bill, and 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 Surrey, at his office at Lambeth, on or before the 30th November instant; and on or before the same day a copy of the plans, sections, book of reference, and Gazette notice, will be deposited with the parish clerk of the parish of Reigate, 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 tenth day of November, 1864.

G. Carter Morrison, Reigate, Solicitor for the Bill.

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

Cornwall Union Railways.

(Construction of Railways from Helston to Penzance with a Branch to join the St. Ives and West Cornwall Junction Railway at or near Lelant; also a Railway from Penzance to St. Just in Penwith.—Laying down of Broad Gauge on, and use of, St. Ives and West Cornwall Junction Railway.—Powers over that Railway.—Powers to, and arrangements with, the Cornwall, and the Helston and Penryn Junction Railway Companies.—Amendment of Acts.)

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

To incorporate a Company (hereinafter referred to as the Company) for making and maintaining the Railways hereinafter mentioned, or some of them, or some part or parts thereof, with all necessary and convenient stations, approaches, bridges, roads, communications, and other works connected therewith (that is to say):—

A railway, No. 1, commencing by a junction with the authorised line of the Helston and Penryn Junction Railway, in the parish of Wendron, in the county of Cornwall, in a field numbered 22 in that parish, on the parliamentary plans deposited in November, 1863, with the Clerk of the Peace for the county of Cornwall, for the Helston and Penryn Junction Railway Act, 1864, at a point in that field 70 yards or thereabouts to the eastward of the South-eastern corner of Tregarrick Farm House, passing from in through or into the several parishes, townships, and extra-parochial and other places of Wendron, Borough of Helston, Helston, Sithney, Breage, St. Hilary, Marazion, Ludgvan, Gulval, Madron, and Penzance, in the county of Cornwall, or some of them and terminating in the parish of Penzance in the county of Cornwall, in a field near to the Bullock Market, in the said parish; and which field belongs to Charles Tremeneheere and is now in the occupation of William Richards, or his under-tenants, and is numbered 231 on the Tithe commutation map of that parish, at a point in that field 50 yards or thereabouts to the North-eastward of the South-west corner thereof.

A branch railway, No. 2, commencing by a junction with the intended railway, No. 1, before described, in the parish of St. Hilary, in the county of Cornwall, in a field adjoining the road leading from Goldsithney to Relubbus, and numbered 640 on the Tithe commutation map of the said parish of St. Hilary, at a point in that field 100 yards or thereabouts to the eastward of

the western corner of the said field, passing from in through or into the several parishes, townships, and extra-parochial and other places of St. Hilary, Ludgvan, and St. Erth, or some of them, in the county of Cornwall, and terminating in the parish of St. Erth in the county of Cornwall by a junction with the authorised line of the St. Ives and West Cornwall Junction Railway, in a property numbered 17 in that parish, on the parliamentary plans deposited in November, 1862, with the Clerk of the Peace for the county of Cornwall, for the St. Ives and West Cornwall Junction Railway Act, 1863, at a point on the centre line of that railway 3 chains or thereabouts beyond the figure denoting 3 furlongs from the commencement of that railway in the said parish of St. Erth.

A railway, No. 3, commencing in the parish of Penzance, in the county of Cornwall, at the termination of the intended railway, No. 1, as hereinbefore described, in a field near to the Bullock Market in the said parish, and which field belongs to Charles Tremeneheere and is now in the occupation of William Richards, or his under-tenants, and is numbered 231 on the Tithe commutation map of that parish at a point in that field 50 yards or thereabouts to the North-eastward of the South-west corner thereof; passing from in through or into the several parishes, townships, and extra-parochial and other places of Penzance, Madron, Sancreed, and St. Just, in the Hundred of Penwith, or some of them, in the county of Cornwall, and terminating in the said Parish of St. Just in the county of Cornwall, in a field called or known as the Church Yard Field, and numbered 2835 on the Tithe commutation map of that parish at a point in that field 80 yards or thereabouts to the Northward of the North-east corner of the Parish Church of St. Just.

To enable the Company to lay down an additional line or additional lines on the broad gauge on so much of the Railway of the St. Ives and West Cornwall Junction Railway Company as will be situate between the Junction therewith of the Branch Railway, No. 2, sought to be authorised by the said Bill, and the termination of the St. Ives and West Cornwall Junction Railway, in the parish of St. Ives; and to enable the Company, and any other Company or persons lawfully using the railways of the Company or any part thereof, to run over and use, with their own or any other engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon, or be settled by arbitration or defined by the Bill, all or any part of the said portion of the St. Ives and West Cornwall Junction Railway, and the stations, watering-places, booking-offices, warehouses, landing-places, siding-works, and conveniences connected therewith.

To confer on the Company all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them (that is to say):—

To deviate laterally from the lines of the intended railways and works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shewn on the sections hereinafter mentioned.

To make such junctions with, and openings in and alterations of, the St. Ives and West Cornwall Junction Railway, as well during the construction as after the completion of that Railway, as may be expedient for any of the purposes of the Bill.

To cross, divert, alter, or stop up, for the purposes of the Bill, and either temporarily or permanently, any roads, streets, ways, highways,

streams, gas, water, and other pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads, within the parishes and other places aforesaid.

To purchase, by compulsion and also by agreement, lands, houses, and hereditaments for the purposes of the intended railways and other works, and to levy tolls, rates, and duties upon, or in respect of the intended railways and works; to alter existing tolls, rates, and duties, and to confer exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

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

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

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

And it is intended to amend the Public General Act 9 and 10 Victoria, chapter 57, for regulating the gauge of Railways, and the Cornwall Railway Act 1861, and any other Act relating to the Cornwall Railway Company; "The Helston and Penryn Junction Railway Act, 1864;" and the "St. Ives and West Cornwall Junction Railway Act, 1863."

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

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House

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

Dated this 10th day of November, 1864.

Grylls, Hill, and Hill, Helston; *Millett and Borlase*, Penzance; Solicitors for the Bill

Simson and Wakeford, 22, Abingdon-street, Westminster, Parliamentary Agents.

Liverpool Improvement.

Construction of new and widening and altering of existing Streets; Enlargement of existing and construction of new Cuts or Basins and wharfs, and agreements with the Company of Proprietors of the Canal Navigation from Leeds to Liverpool; Public Parks; New Church; Regulation of Traffic; Rates; Borrowing Powers; Amendment of Acts; and other purposes.

NOTICE is hereby given, that application will be made to Parliament, in the next session, by the Mayor, Aldermen, and Burgesses of the borough of Liverpool (hereinafter called "The Corporation,") for an Act to effect all or some of the following objects and purposes, that is to say:—

To make a new street in the township and parish of Liverpool, commencing on the north side of Parliament-street, nearly opposite to Sefton-street, and terminating in Wapping, at or near its Junction with Crosbie-street.

To make a new street in the township and parish of Liverpool, commencing on the north side of Parliament-street, nearly opposite the end of Grafton-street, and terminating in Park-lane, nearly opposite Kent-street.

To make a new street, in the township and parish of Liverpool, in continuation of the existing street, called Mason-street, from the north side of Pownall-street to the south side of Park-lane, and to widen Park-lane between the proposed continuation of Mason-street and Tabley-street, and to widen Tabley-street between Park-lane and Upper Pownall-street, and to widen Upper Pownall-street, between Tabley-street and the proposed continuation of Mason-street.

To make a new street in the township and parish of Liverpool, from the north end of St. Anne-street to the south end of Cazneau-street, and to take down and remove St. Anne's church, and to appropriate the site thereof, and of the churchyard belonging thereto, for the purposes of such intended street.

To widen and vary part of an existing street in the township and parish of Liverpool called Clisenhale-street, between Love-lane and the Leeds and Liverpool Canal.

To widen a street or road called Breckfield-road-north, in the township of Everton, and parish of Walton-on-the-hill from its junction with Breck-road to its junction with Beacon-lane.

And for the purposes aforesaid it is proposed to widen and alter, or otherwise to interfere with temporarily or permanently the line and levels, and to appropriate the whole or parts of the following streets, or some of them that is to say: Greenland-street, Jordan-street, New Brick-street, Norfolk-street, Watkinson-street, Bridgewater-street, Kitchen-street, Blundell-street, Chaloner-street, Parliament-street, Wapping, Crosbie-street, Jamaica-street, New Bird-street, Park-lane, and St. James-street, all in the township and parish of Liverpool, and St. Domingo-grove, and St. Domingo-vale in the township of Everton, in the parish of Walton-on-the-hill.

To empower the corporation for the purpose of facilitating the removal of manure and refuse from the said borough, to extend and enlarge on the south side thereof, for the distance of five feet or thereabouts, and on the north side thereof for the distance of twelve feet or thereabouts, and also for the distance of two hundred and twenty five feet or thereabouts from the westerly end thereof, an existing cut or basin adjoining the Leeds and Liverpool Canal and land of the corporation near Burlington-street, in the township and parish of Liverpool, and also to make a cut or basin communicating with the same canal on the east side thereof, from a point five hundred feet or thereabouts north of Sandhills-bridge, to a point one hundred and eighty feet or thereabouts, south of the Liverpool and Southport Railway, in the township of Kirkdale, and parish of Walton-on-the-Hill, and to make and maintain wharves, works and conveniences, in connection with such cuts or basins, and to supply such cuts or basins with water from the same canal.

And to empower the Corporation and the Company of Proprietors of the Canal Navigation from Leeds to Liverpool, to enter into agreements for the appropriation to the like purpose of any basin, wharf, quay, or landing place, belonging to the said Company of Proprietors, or to the Corporation, and to empower the Corporation, from time to time to make bye-laws, rules, and regulations for the management of the said cuts, basins, wharves, quays and landing places, or any of them.

And to empower the Corporation to defray any charges or expences incurred by them in relation to such new and extended, and enlarged cuts or basins, and to such wharves, quays, and landing places, out of or by money borrowed upon the credit of the general rate, authorised to be raised within the borough, by the acts local and personal 9 and 10 Victoria, chapter 127, and 17 Victoria, cap. 15, and to extend and amend the said acts, and also the Act 10 George 3rd, cap. 114, relating to the Company of Proprietors of the Canal Navigation from Leeds to Liverpool, and any other Act or Acts now in force relating to that company.

To empower the Corporation to purchase, by compulsion or agreement, lands and houses for the purposes of the intended Act.

To stop up, alter, or divert, temporarily or permanently, all bridges, sewers, mains, and pipes which it may be necessary or convenient to stop up, alter, or divert in the execution or for the purposes of the intended Act, and to alter, vary, or extinguish all existing rights and privileges connected with the lands, houses, and property to be purchased or taken under the authority of the said intended Act, or which would in any manner impede or interfere with the several objects and purposes aforesaid, or any of them, and to confer other rights and privileges.

To enable the Corporation from time to time to purchase by agreement any estate or interest in any lands, situate either within or beyond the limits of the said borough, for the formation of public parks, playgrounds and places of recreation, and from time to time to make and maintain public parks and playgrounds, and places of recreation, and to frame bye-laws, rules, and regulations, for the proper management and conduct thereof, and of persons resorting thereto, and also to purchase lands by agreement, or to appropriate lands of the Corporation as a site for a new church in lieu of St. Anne's church, in such situation within the parish of Liverpool, as the Corporation may think fit, and to erect and build on such site a church, and if they think fit schools and school-houses in connection therewith, and to amend the

Acts local and personal, 12th George 3rd, cap. 36 and 1 and 2 Victoria, cap. 98, so far as the same relate to St. Anne's church.

To enable the Corporation from time to time to make bye-laws, rules, and orders for the regulation of the traffic through the streets of the said borough, and for prescribing the routes to be taken between different points by omnibuses, stage carriages, vans, and other carriages, licensed for the conveyance of passengers at separate fares, and by vehicles laden wholly or partially with timber, scaffolding, long poles, or other articles of great length or bulk, and for regulating the passage thereof along the said streets, and for preventing unreasonable obstructions.

To empower the Corporation to make, levy, and recover rates and assessments upon and from the owners and occupiers of property within the said borough for the purposes of the said intended Act, or some of them, and to grant exemptions from the payment thereof, and to borrow money for such purposes upon the credit of the said rates and assessments, and if the Corporation shall think fit, of the borough fund of the said borough and of the estates and property of the said Corporation, and to apply such part of their corporate estate and funds as they may think fit for the purposes of the said intended Act.

To alter, amend, extend, and enlarge, and if need be, to repeal some of the powers and provisions of the several Acts (local and personal) following, or some of them, that is to say, 5 and 6 Victoria, cap. 106, 9 and 10 Victoria, cap. 127, 17 Victoria, cap. 15, and "The Liverpool Improvement Act, 1858," "The Liverpool Improvement Act, 1861," and "The Liverpool Improvement Act, 1864."

And notice is hereby further given that plans showing the lands, houses, and property proposed to be compulsorily purchased, taken, or acquired under the authority of the said intended Act, and the line or course of the said intended new and widened streets, and other works, together with sections of the same streets and works, and a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, in the present year, be deposited with the clerk of the peace for the county of Lancaster, at his office in Preston, in the said county, and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes in which the proposed works are to be made, together with a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his residence.

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

Dated this 11th day of November, 1864.

Wm. Shuttleworth, Town Clerk of the Borough of Liverpool.

Allt Dinas (Breckshire) Junction Railway. (Construction of Railways to Connect Allt Dinas with the Central Wales Extension Railway and the Neath and Brecon Railway—Powers to, and Provisions Affecting, a Company to be Incorporated by the Bill, and the Central Wales Extension, and the Neath and Brecon Railway Companies—Amendment of Acts.)

APPPLICATION is intended to be made to Parliament, next Session, for leave to bring in a Bill to authorise the construction and maintenance

nance of the railways hereinafter described, or some or one of them, or some part thereof (with stations, sidings, works, and conveniences), and to confer the powers, and effect the objects, hereinafter stated, or some of them, viz. :—

A railway (No. 1) wholly in the parish of Llanafan-fawr, in the county of Brecon, commencing at or near the gate called Llydiart-y-Gerig, on the road leading from Llanafan-fawr to Allt Dinas, three furlongs, or thereabouts, north of the confluence of Nant Cyfyng with the River Dylas, and terminating in a field called Cae Aberbran, part of Tynbeili Farm, the property of Evan Griffiths, and occupied by David Samuel.

A railway (No. 2) commencing in the said parish of Llanafan-fawr, at or near the termination (as hereinbefore described) of railway No. 1, and terminating in the parish of Llanfechan, otherwise Llanafan-fechan, in the county of Brecon, in a field belonging to Sir Joseph Russell Bailey, Baronet, numbered 2 in the said parish of Llanfechan upon the Parliamentary plans deposited in November, 1859, with the Clerk of the Peace of the county of Brecon, in respect of the Central Wales Extension Railway, and on or near the authorised line of the said last mentioned railway, and passing from, in, through, or into the parishes, townships, and places of Llanafan-fawr and Llanfechan, otherwise Llanafan-fechan, or one of them, in the county of Brecon.

A railway (No. 3) commencing in the said parish of Llanafan-fawr, at or near the termination (as hereinbefore described) of railway No. 1, and terminating in the parish of Llangammarch, in the county of Brecon, in a field the property of the late Henry Thomas, Esq., numbered 125 in the said parish of Llangammarch upon the Parliamentary plans deposited in November, 1863, with the Clerk of the Peace of the county of Brecon, in respect of the railway first authorised by the Neath and Brecon Railway Act, 1864, at or near the termination of the said last-mentioned railway, and passing from, in, through, or into the parishes, townships, and places of Llanafan-fawr, Llanlleonfel, and Llangammarch, or some of them, in the county of Brecon.

To authorise the construction of a station or stations, with works and conveniences for exchange of traffic, at or near the terminations, as hereinbefore described, of the intended railways No. 2 and No. 3, and of junctions and communications, by way of siding or otherwise, between the intended railway No. 2, at or near its termination, as hereinbefore described, and the Central Wales Extension Railway; and between the intended railway No. 3, at or near its termination, as hereinbefore described, and the railway first authorised by the Neath and Brecon Railway Act, 1864.

To authorise the construction and maintenance of the intended railways on a gauge to be specified in the Bill, and to exclude the operation of the Act (9 and 10 Victoria, chapter 57) for regulating the gauge of railways.

To give powers to cross, stop up, alter, or divert, either temporarily or permanently, roads, ways, streets, railways, tramways, canals, aqueducts, rivers, streams, bridges, telegraphs, sewers, drains, and watercourses, and to purchase, compulsorily and otherwise, lands, houses, and property for the purposes of the Bill, within or adjoining to the aforesaid parishes, townships, and places, or any of them: and to levy tolls, rates, and duties upon or in respect of the intended railways and works; to alter those which the several railway Companies named in this Notice are now authorised to take; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To incorporate a Company (hereinafter called "the new Company") for the purposes or some of the purposes of the Bill.

To authorise the Central Wales Extension Railway Company, and the Neath and Brecon Railway Company (hereinafter called "the existing Companies"), and the new Company, or any two of them, jointly or severally, or any one of them alone, to make and maintain the railways and works, or any of the railways and works authorised, and to exercise the powers, or any of the powers, given by the Bill.

To empower the existing Companies and the new Company, or any one or more of them, to provide and contribute funds for the purposes of the undertaking under the Bill, or any part thereof.

To empower any or either of the existing Companies, and the new Company, to subscribe towards and take and hold shares in the undertaking under the Bill of the other or others of them, or any part thereof; and to guarantee to or for the other or others of them, interest, dividend, annual or other payments, and principal and interest of money borrowed.

To empower the existing Companies, or either of them, for the purposes, or any of the purposes of the Bill, to apply their respective corporate funds and revenues, and to raise more money, and to create new shares and stock in their respective undertakings, with or without priority in payment of interest or dividend, and other special privileges; to grant annuities and rent charges, and to borrow on mortgage or otherwise.

To empower the new Company and the existing Companies, or any two of them, to enter into and carry into effect contracts for or with respect to the construction, maintenance, working, and use by any or either of the contracting Companies of the railways and works of the other or others of them, and of the intended railways and works, or any part thereof; the collection, conduct, regulation, transmission, and delivery of the traffic thereon; the fixing, collection, division, and appropriation of the tolls and income arising therefrom; the rents, contributions, payments, deductions, and allowances to be made and paid by any or either of the contracting Companies to any other or others of them; and for or with respect to any other objects of the Bill, and all incidental matters.

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

To amend the Central Wales Extension Railway Act, 1860; the Central Wales Extension Railway Act, 1863; the Dulas Valley Mineral Railway Act, 1862; the Neath and Brecon Railway Act, 1863; and the Neath and Brecon Railway Act, 1864.

On or before the 30th day of November, 1864, plans and sections of the intended railways, a book of reference to the plans, and a published map, with the lines of the intended railways delineated thereon, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Brecon, at his office at Brecon.

And on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the railways will be made, with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the parish clerk thereof, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

On or before the 23d day of December next,

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

Dated this 11th day of November, 1864.

Cobb and Price, Brecon, Solicitors for the Bill.

In Parliament.—Session 1865.

Metropolitan Railway.

(Additional Lands; Alteration of Line of Western Extension; Power to grant Leases; Further Powers for Regulation of Traffic and Prevention of Frauds; Limitation of Time for Claiming Compensation; Arrangements with other Companies and Corporation of London; Arrangements as to Capital; Extension of Time for Completion of Works: Lease or Purchase of Hammersmith and City Railway; Powers to or Provisions affecting Great Western Railway Company; Amendment of Acts, &c.).

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

To authorise the Metropolitan Railway Company (in this Notice referred to as "the Company") to purchase compulsorily, and acquire for the purposes of their authorised undertakings, and the stations, sidings, accommodation, and conveniences connected or to be connected therewith, the following lands and houses, or any of them (that is to say):

Lands and houses in the parish of Saint Giles Without Cripplegate, in the City of London, situate on the southern side of the southern limits of lateral deviation shown on the deposited plans referred to in "The Metropolitan Railway (Finsbury Circus Extension) Act, 1861," and on the plans referred to in "The Metropolitan Railway Act, 1863," and lying between the passage or court called Jacob's Well and Red Cross-street, and between Red Cross-street and White Cross-street, including the site of the White Cross-street Prison, and the yards, buildings, and premises attached thereto, and between White Cross-street and Milton-street, and between Moor-lane, Maidenhead-court, and Fore-street:—

Also lands and houses partly in the City of London, or the liberties thereof, and partly in the county of Middlesex, and in the parishes liberties, and places of Saint James Clerkenwell, Saint John Clerkenwell, Saint Sepulchre, Middlesex, Saint Sepulchre, London, Saint Andrew Holborn, Saint Andrew Holborn-above-Bars, Saffron Hill, Hatton Garden, Ely-rents, and Ely-place, or some or one of them, situate at and near Victoria-street, otherwise called Farringdon-road, and lying between such road, Ray-street, Little Saffron-hill, Great Saffron-hill, Kirby-street, and Charles-street, including Saint Peter's Church, or any part of the site thereof:—

Also lands and houses in the parish of Saint Mary Abbott Kensington, in the county of Middlesex, situate on the eastern side of and within the distance of 40 yards from the limits of lateral deviation defined on the deposited plans referred to in "The Metropolitan Railway, Notting-hill and Brompton Extension Act, 1864," and abutting on the north on High-street Kensington, and on the south on the play-ground of the Kensington Proprietary School.

To authorise the Company to make a deviation in the line of the Western Extension of their railway, authorised by "The Metropolitan Railway Act, 1854," and altered by "The Metropolitan Railway

(Additional Powers) Act, 1864," such deviation to be wholly situate in the parish of Paddington, in the county of Middlesex, and to commence by a junction with the altered line authorised by the last-mentioned Act, at or near the place where such altered line is intended to cross Sale street, and to terminate by a junction with the present authorised Western Extension opposite the Great Western Hotel, between London-street and Spring-street, and in connection with such deviation and the Western Extension to take additional lands and houses lying between Market-street, Praed-street, Sale-street, and the Edgware-road in the said parish, and to relinquish the powers of constructing the part of the authorised line of the Western Extension which may become unnecessary between the points of commencement and termination of the said deviation:

To vary, extinguish, repeal or alter all rights, privileges, and provisions, whether conferred by or contained in the Metropolitan Railway Acts herein-after mentioned, or any of them, or otherwise, which relate to the lands and houses to be taken under the powers of the Bill, or to the Western Extension of the Metropolitan Railway, or which prescribe any mode of constructing that extension, or any part thereof, or which relate to any of the works or objects of the Bill:

To extend the time limited by the Metropolitan Railway Acts hereinafter mentioned, or any of them, for the completion of any of the railways or works authorised by such Acts, the powers for constructing which are still in force:

To confer upon the Company powers for the compulsory purchase of the several lands, houses, and buildings to be described upon the plans to be deposited as hereinafter mentioned, and to authorise the stopping up, diversion, or alteration of streets, roads, courts, squares, and passages, and the appropriation of any street, road, court, square or passage stopped up, and the appropriation or use of the under surface of any street, road, court, square, or passage shown on the plans to be deposited as hereinafter mentioned within the limits of deviation thereon defined, and the levying of rates, tolls, and duties in respect of the intended altered line of railway and works:

To authorise the Company to grant leases for terms of years of houses and buildings erected over the line of railway or works of the Company, or connected in any way with the structure of such railway and works, and also adjoining or near to the railway and works or any of them, and to authorise the Company to hold such lands and to relieve the Company from any obligation for the sale thereof:

To grant more efficient powers to the Company for the regulation of the traffic upon their railway and at the stations of the Company, and to provide remedies and impose penalties for acts causing obstructions, annoyance, and danger to passengers, for damage done to the property of the Company, for evasion of fares, and for the apprehension and detention of offenders, and for imposing penalties on persons offending against the bye-laws of the Company, and giving false names or addresses, and generally for securing the good government and regulation of the traffic on and at the Company's railway and stations:

To limit the time within which claims for compensation in respect to property alleged to be or to have been injuriously affected by the construction of the railway shall be made upon the Company:

To authorise the Company, the Metropolitan District Railway Company, the Metropolitan and Saint John's Wood Railway Company, and any other Company authorised to make railways in the

Metropolis, to agree as to the construction, working, and management of their respective railways, as to the raising and appropriation of capital, the apportionment of receipts or profits arising upon or from the respective railways, and as to the ultimate union and consolidation of the respective railways into one undertaking, and to authorise such union and consolidation:

To authorise such arrangements as the Company think fit, as to the augmentation and distribution of the capital of the Company, and the exercise of the authorised or further powers of borrowing, or raising money by shares, mortgage, or debenture stock:

To authorise the Company to raise by mortgage or bond additional sums of money in respect of any stations, houses, lands, and property specifically appropriated to the use of any other company or person, and to provide for the redemption or reduction of such additional capital as and when any such lands, houses, or property shall be sold or disposed of by the Company.

To authorise further and other arrangements and agreements between the Company and the Mayor, Aldermen, and Commons of the City of London, with respect to the appropriation or use of any lands or property, or the erection or use of any buildings on any lands which now belong to or may be acquired by such Corporation:

To authorise a lease or transfer to the Company, or to the Company and the Great Western Railway Company jointly, of the undertaking of the Hammersmith and City Railway Company; and to enable those Companies to make and enter into agreements or arrangements with respect to such lease, transfer, or agreement, and to sell, lease, purchase, or amalgamate accordingly, and also to make and enter into agreements with respect to the construction or maintenance, management, use, and working, conduct, and regulation of the railways and works, or parts thereof, which the Hammersmith and City Railway Company are now authorised to execute, or which they may by any Act of the next Session be authorised to execute, and of the traffic passing thereon, and with respect to the tolls and charges received for or on account of the conveyance and handling of such traffic, and with respect to the apportionment of such tolls and charges, and to enable the leasing, purchasing, or amalgamating Companies or Company to exercise all or any of the powers of the Hammersmith and City Railway Company with reference to their own undertaking and the undertaking of any other Companies or Company:

To alter, amend, and enlarge the powers and provisions of the several Metropolitan Railway Acts following, or some of them, namely (local and personal Acts), 16 and 17 Vict. cap. 186; 17 and 18 Vict. cap. 221; 19 and 20 Vict. caps. 102 and 109; 20 and 21 Vict. cap. 125; 22 and 23 Vict. cap. 97; 23 Vict. cap. 58; 23 and 24 Vict. cap. 168; 24 and 25 Vict. caps. 133 and 233; 25 and 26 Vict. cap. 58; 26 and 27 Vict. cap. 165; 27 and 28 Vict. caps. 260, 291, and 315; and any other Acts relating to the Metropolitan Railway Company; "The Great Western Railway (West Midland) Amalgamation Act, 1863," "The Great Western Railway (South Wales) Amalgamation Act, 1863," and any other Acts relating to the Great Western Railway Company; also "The Metropolitan and Saint John's Wood Railway Act, 1864," "The Metropolitan District Railways Act, 1864," "The Hammersmith and City Railway Act, 1861," "The Hammersmith and City Junction Railway Act, 1863," and the Act (local) 27 and 28 Vict., cap. 166, and any other Act relating to the Hammersmith and City Railway:

To alter rates, tolls, and duties authorised to be

taken by the said Acts, and to vary or extinguish rights and privileges:

On or before the thirtieth day of November instant, maps, plans, and sections describing the direction, lines and levels of the intended altered works and plans of the lands, houses, and property which may be taken compulsorily under the powers of the Bill, with a book of reference to the plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and 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 Middlesex, at his office at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the City of London, at his office at the Old Bailey; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to any of the parishes or places aforesaid in or through which the said new and altered works will be made, or lands or houses to be taken are situate, with a copy of the said Notice, will be deposited as follows: as regards every parish in Schedule (A) of "The Metropolis Management Act, 1855," with the vestry clerk of each such parish at his office in that parish, and as regards any parish or place in Schedule (B) of that Act, with the clerk of the district board of parishes in which such parishes are included, at his office in that district; and with regard to any parish or place in the City of London, with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place in the said City, with the parish clerk of some adjoining parish at his residence.

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

Dated this ninth day of November, 1864.

Burchells, 5, Broad Sanctuary, Westminster.

In Parliament—Session 1865.

Isle of Wight Ferry Company.

(Construction of Railways or Tramways; Compulsory Purchase of Lands; Tolls; Arrangements with the Isle of Wight Railway Company, the Ryde Commissioners, and with the Ryde Pier Company; Power to Isle of Wight Railway Company to Subscribe; Traffic Arrangements; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that the Isle of Wight Ferry Company, hereinafter called "The Company" will make application to Parliament in the ensuing session for leave to bring in a Bill and to pass an Act to enable them to make and maintain the following railways or tramways, with all convenient stations and works, or some of them, that is to say:—

Railway No. 1.—A railway (No. 1) commencing by a junction with the Isle of Wight Railway, at the existing terminus thereof, at a point 20 yards or thereabouts north-east of the north-east corner of the booking office of the Ryde Station, and terminating at or near a plot of ground in the occupation of the Company in the street called the "Strand," in the town of Ryde, and numbered 14 on the plan of the Isle of Wight Railway deposited with the Clerk of the Peace for the county of Southampton in the month of November, 1859, and which intended railway will be situate in the parishes of Saint Helen's and Newchurch, in the county of Southampton, or one of them.

Railway No. 2.—A railway (No. 2), wholly in the parish of Newchurch, commencing by a junc-

tion with and at the termination of railway No. 1, and terminating at or near a point being the angle formed by the junction of the Esplanade wall and the wall of the east or Castle Slipway, at or near the town of Ryde.

Railway No. 3.—A railway or tramway (No. 3), wholly in the parish of Newchurch, running seaward, commencing by a junction with and at the termination of railway No. 2, and terminating at or near a point being 850 yards or thereabouts north of the wall of the north quay of the Company, and 200 yards or thereabouts east of the Ryde Pier.

Railway No. 4.—A railway or tramway (No. 4), wholly in the parish of Newchurch, commencing by a junction with and at the termination of railway No. 2, and terminating at or near a point being the east side of the toll house of the Ryde Pier.

And it is proposed by the said 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 railways or tramways and works, or any of them.

To purchase, by compulsion or otherwise, any lands and houses for the purposes of the said intended railways or tramways 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, or tramways and works, or any of them.

To levy tolls, rates, and duties for and in respect of the use of the said intended railways, tramways, 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 authorise the Isle of Wight Railway Company, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in and 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 enable the Company to enter into agreements with the Isle of Wight Railway Company, the Ryde Commissioners, or the Ryde Pier Company, with reference to the construction, use, and management of the said tramway or railway, or any part thereof, or with reference to the use and management of the existing pier and works of the Company.

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 Isle of Wight 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 Isle of Wight Railway Company is now authorised to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the Isle of Wight Railway Company, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of railway and works, or 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 the 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 some powers and provisions of "The Isle of Wight Ferry Act, 1856," and "The Isle of Wight Ferry Act, 1864," "The Ryde Improvement Act, 1854," and the following Acts relating to the Isle of Wight Railway Company, 23 and 24 Vic., cap. 186; and 26 and 27 Vic., cap. 232, and any other Acts relating to those Companies.

And notice is hereby further given, that duplicate plans and sections of the said intended railway, tramway, and works, and of the lands and houses proposed to be taken for the purpose 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 a published map, with the line of the said railway and tramway 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 Southampton, at his office in Winchester in the said county, and that a copy of the said plans and sections, and book 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 respective parish clerks of the parishes of Newchurch and St. Helen's at their respective places 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 11th day of November, 1864.

J. H. Mackenzie, 77, Gresham House, Old Broad Street, Solicitor.

Wyatt and Metcalfe, 28, Parliament Street, Westminster, Parliamentary Agents.

London and South Western Railway.

(New Lines in Kensington, Fulham, Hammersmith, and Chiswick; Abandonment of authorised Lines; Further Money Powers; Alteration of Line and Levels, of and Running Powers over part of the Hammersmith and City Railway; Arrangements with the Hammersmith and City Railway Company; Amendment of Acts.)

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

power the London and South Western Railway Company, hereinafter called "the Company," to make and maintain the railways and works hereinafter mentioned, or some or one of them, or some part or parts thereof, together with all proper and convenient approaches, roads, stations, sidings, and conveniences connected therewith (that is to say),—

First—A railway (hereinafter referred to as "Railway A") commencing in the parish of Saint Mary Abbott's, Kensington, in the county of Middlesex, by a junction with the West London Extension Railway, at a point distant 25 chains or thereabouts, measured along that railway, and the West London Railway from and to the south of the Bridge, carrying the turnpike-road, from Kensington to Hammersmith, over the West London Railway, and terminating in the parish of Saint Peter and Saint Paul, Hammersmith, in the same county, at a point in the street or road called Richmond Road, distant three chains or thereabouts, from and to the south-west of the house numbered 26, in Richmond Road aforesaid, now or late in the tenure or occupation of James Quick, which intended "Railway A" will be made or pass from, or through, or into the parishes and extra-parochial or other places following, or some of them (that is to say), Saint Mary Abbott's, Kensington, Fulham, and Saint Peter and Saint Paul, Hammersmith, all in the county of Middlesex.

Secondly—A railway (hereinafter referred to as "Railway B") wholly in the parish of Saint Peter and Saint Paul, Hammersmith aforesaid, commencing by a junction with the intended "Railway A," at or near its intended termination as above described, and terminating by a junction with the Hammersmith and City Railway at or near the southern termination of the viaduct on that railway in the said parish.

Thirdly—A railway (hereinafter referred to as "Railway C") commencing in the parish of Saint Mary Abbott's, Kensington aforesaid, by a junction with the West London Railway at a point distant about seven chains from and to the north of the northern end of the main passenger platform of the Kensington station of that railway, and terminating in the parish of Saint Peter and Saint Paul, Hammersmith, by a junction with the intended "Railway B" at or near its intended commencement as above mentioned, and which intended "Railway C" will be wholly within the parishes of Saint Mary Abbott's, Kensington, and Saint Peter and Saint Paul, Hammersmith, or one of them.

Fourthly—A railway (hereinafter referred to as "Railway D") wholly in the parish of Saint Peter and Saint Paul, Hammersmith aforesaid, commencing by a junction with the intended "Railway B" at a point in Shepherd's Bush Road, otherwise Shepherd's Bush Line, distant 16 chains or thereabouts (measured along that road or lane) from the and to the north of the point of junction of that road or lane with Blythe Lane, and terminating by a junction with the Railway (No. 3) authorised by "the London and South Western (Kensington and Richmond) Railway Act, 1864," on the eastern side of the road, known as the Grove, at a point distant two chains or thereabouts (measured along Grove Road aforesaid) from and to the north of the junction between that road and Dartmouth Road.

Fifthly—A railway (hereinafter referred to as "Railway E") wholly in the parish of Chiswick, in the county of Middlesex, commencing by a junction with the Railway (No. 3), authorised by "the London and South Western (Kensington and Richmond) Railway Act, 1864," in or near a field numbered 46, in the parish of Chiswick, on the plans of that railway deposited with the Clerk of the Peace for the county of Middlesex, in the month of November

1863, in respect of the application to Parliament for the last-mentioned Act, and terminating by a junction with the Company's loop-line of railway authorised by "the Windsor, Staines, and South Western Railway Act (No. 1), 1847," at a point distant five chains or thereabouts (measured along that loop-line) from and to the east of the bridge at or near the Kew Station of the Company, by which the turnpike-road from London to Brentford is carried over the said loop-line.

To empower the Company to abandon and relinquish the construction of the Railway (No. 1) and the Railway (No. 4) respectively, authorised by "the London and South Western (Kensington and Richmond) Railway Act, 1864," and to substitute for those railways the intended "Railway B" and the intended "Railway C," and to apply the powers and provisions of the last-mentioned Act to those intended railways accordingly.

To empower the Company to alter the line and levels of and to alter and divert the Hammersmith and City Railway, in the parish of Saint Peter and Saint Paul Hammersmith aforesaid, commencing at a point on that railway three chains or thereabouts from and to the northward of the southern termination of the viaduct on that railway in the last-mentioned parish, and terminating at the termination of the Hammersmith and City Railway, as authorised by "The Hammersmith and City Railway Act, 1861," at the Broadway Hammersmith.

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

To cross, stop up, alter, or divert, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, telegraphs, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses within or adjoining to the aforesaid parishes and extra-parochial and other places, or any of them which it may be necessary to cross, stop up, alter, or divert, for the purposes of the intended Bill, or of any of the intended works aforesaid, or which may be rendered unnecessary by reason of the execution thereof.

To purchase by compulsion and by agreement lands, houses, and hereditaments in the several parishes, extra-parochial or other places aforesaid, for the purposes of the intended works and of the Bill, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To make lateral deviations in constructing the intended railways from the lines thereof respectively, to the extent and within the limits defined on the plans hereinafter mentioned, and to deviate vertically from the levels shown on the sections hereinafter mentioned.

To levy tolls, rates, and duties upon or in respect of the said intended railways and works, to alter the tolls which the Company are authorised to take on their authorised lines, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To apply to the purposes of the proposed railways and works and of the Bill any part of their corporate funds or revenues, and to raise further money for the purposes aforesaid, by borrowing and by the creation of new shares and stock in the Company, and (if the Company think fit) to attach to all or any of such new shares or stock a preference or priority of interest or dividend and other special privileges.

And it is also intended by the said Bill to repeal, alter, or amend the provisions or some of the provisions of "the London and South Western (Kensington and Richmond) Act, 1864," and especially of the 45th section of that Act, and to make other provision in lieu thereof.

To run over, work, and use so much of the Hammersmith and City Railway as lies or will lie between the point of intended termination as above described of the "Railway B," to be authorised by the Bill, and the point of commencement of the Railway (No. 6) authorised by "the London and South Western (Kensington and Richmond) Railway Act, 1864; and to levy tolls, rates, and charges for traffic conveyed by the Company over that portion of the Hammersmith and City Railway, and the Bill will or may vary the tolls, rates, and charges now authorised to be taken upon the last-mentioned railway, or exempt traffic passing from into any of the railways of the Company from payments of such tolls, rates, and charges.

And it is intended by the Bill to sanction and give effect to agreements which may have been or may be entered into between the Company and the Hammersmith and City Railway Company, and to enable those Companies to enter into contracts, agreements, and arrangements for or with reference to the construction, maintenance, working, and using by the said Companies or either of them of their respective railways and works, and with reference to the regulation, management, and transmission of the traffic thereon respectively, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls, and other income arising therefrom respectively, and the employment of officers and servants.

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

And it is intended, as far as may be necessary or desirable for any of the purposes of the said Bill, to amend the provisions of the several Acts of Parliament (local and personal) following, or some of them; that is to say:—4 and 5 William 4, cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. 3, cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., caps. 99, 140, and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 177 and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 13, 72, 121, and 136; 21 and 22 Vict., caps. 56, 58, 67, 89, and 101; 22 Vict., cap. 3; 22 and 23 Vict., caps. 31, 44, 81, 95, and 134; 23 and 24 Vict., caps. 92, 103, 158, and 185; 24 and 25 Vict., caps. 111, 220, and 234; 25 and 26 Vict., caps. 42 and 152; 26 and 27 Vict., caps. 90, 109, 192, and 208; 27 and 28 Vict., caps. 87, 166, 174, and 227, relating to the London and South Western Railway Company; 6 and 7 William 4, cap. 79; 3 and 4 Vict., cap. 105; 8 and 9 Vict., cap. 156; 9 and 10 Vict., cap. 369; 10 and 11 Vict., cap. 91; and 17 and 18 Vict., cap. 204, relating to the West London Railway Company; 24 and 23 Vict., cap. 134; 24 and 25 Vict., cap. 232; 26 and 27 Vict., cap. 208; and 27 and 28 Vict., caps. 195 and 274, relating to the West London Extension Railway Company; 24 and 25 Vict., cap. 164; and 26 and 27 Vict., cap. 172, relating to the Hammersmith and City Railway Company.

And notice is hereby given, that on or before the 30th day of November, 1864, plans and sections of the intended railways, alteration or diversion of railway and works, together with a book of reference to such plans, a published map with the line of the intended railways, alteration, or diversion of railway deline-

ated thereon, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place from, in, through, or into which the said railways and works will be made; together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection as follows, viz. :—

In the case of the parish of Saint Mary Abbott's, Kensington, with the vestry clerk of that parish, at his office at the Vestry Hall in the said parish.

In the cases of the parishes of Saint Peter and Saint Paul, Hammersmith, and of Fulham, with the Clerk of the District Board of Works for the district of Fulham, at his office, Broadway House, Hammersmith.

In the case of each other parish, with the parish clerk thereof, at his residence; and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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 seventh day of November, 1864.

Bircham, Dalrymple, Drake, and Ward,
46, Parliament Street, Westminster,
Solicitors for the intended Act.

Bodmin and Wadebridge Railway Company.

(Improvement of Existing Lines—Construction of Deviation Lines and Junction Curve—Abandonment of parts of Existing Lines—Alteration of Tolls—Compulsory Purchase of Lands—Arrangements with Okehampton and Launceston Bodmin and Wadebridge Junction Railway Companies—Amendment of Acts.)

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

To confer upon the Bodmin and Wadebridge Railway Company (hereinafter referred to as "the Company") powers to improve their existing railways, and in connection therewith, to make and maintain the works, or some of the works herein-after described, with all requisite conveniences (that is to say):

First. A deviation railway (No. 1), commencing in the parish of Saint Breward, and county of Cornwall, by a junction with the existing main line of the Company, hereinafter referred to as "the main line," at a point fourteen chains, or thereabouts, from and to the northward of the mile-post on the main line denoting eleven and three-quarter miles from Wadebridge, and terminating in the same parish and county, by a junction with the main line, at a point eight chains, or thereabouts, from and to the southward of the said mile-post marked 11 $\frac{3}{4}$, which intended deviation railway will be made, or pass from, in, through, or into the parishes, townships, extra-parochial and other places of Saint Tudy and Saint Breward, in the county of Cornwall, or one of them.

Secondly, A deviation railway (No. 2), commencing in the said parish of Saint Breward and county of Cornwall, by a junction with the main line at about nine chains, or thereabouts, from and to the northward of the mile-post thereon denoting

eleven and a quarter miles from Wadebridge, and terminating in the same parish and county, by a junction with the main line at a point thirteen chains, or thereabouts, from and to the southward of the last-mentioned mile-post, which intended deviation railway (No. 2) will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places of Saint Tudy and Saint Breward, in the said county of Cornwall, or one of them.

Thirdly. A deviation railway (No. 3), commencing in the parish of Blisland and county of Cornwall, by a junction with the main line at a point fourteen chains, or thereabouts, from and to the northward of the mile-post thereon, denoting 10 $\frac{1}{2}$ miles from Wadebridge, and terminating in the parish of Helland, in the same county, by a junction with the main line, at a point seven chains, or thereabouts, from and to the south-westward of the mile-post thereon denoting 9 $\frac{1}{2}$ miles from Wadebridge, which intended deviation railway (No. 3) will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places of Blisland, Saint Mabyn, Saint Tudy, and Helland, all in the said county of Cornwall, or some or one of them.

Fourthly. A deviation railway (No. 4), wholly in the said parish of Helland and county of Cornwall, commencing by a junction with the main line, at a point four chains, or thereabouts, from and to the south-westward of the mile-post on the main line denoting 9 $\frac{1}{2}$ miles from Wadebridge, and terminating by a junction with the main line at a point five chains, or thereabouts, from and to the north-eastward of the mile-post thereon denoting nine miles from Wadebridge.

Fifthly. A deviation railway (No. 5), commencing in the said parish of Helland and county of Cornwall, by a junction with the main line, at a point 19 chains, or thereabouts, from and to the north-eastward of the mile-post thereon denoting 8 $\frac{1}{2}$ miles from Wadebridge, and terminating in the same parish and county by a junction with the main line at a point eight chains, or thereabouts, from and to the south-westward of the mile post thereon denoting 7 $\frac{3}{4}$ miles from Wadebridge, which intended deviation railway (No. 5) will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places of Helland, Saint Mabyn, and Egloshayle, in the said county of Cornwall, or some or one of them.

Sixthly. A deviation railway (No. 6) wholly in the said parish of Helland and county of Cornwall, commencing by a junction with the main line, at a point seven chains, or thereabouts, from and to the northward of the mile-post thereon denoting 7 $\frac{1}{2}$ miles from Wadebridge, and terminating by a junction with the main line, at a point eight chains, or thereabouts, from and to the southward of the mile-post thereon denoting seven miles from Wadebridge.

Seventhly. A deviation railway (No. 7), commencing in the said parish of Helland, and county of Cornwall, by a junction with the main line, at a point eleven chains, or thereabouts, from and to the northward of the mile-post thereon denoting 6 $\frac{1}{2}$ miles from Wadebridge, and terminating in the parish of Bodmin, in the same county, by a junction with the main line, at a point eleven chains, or thereabouts, from and to the westward of the mile-post thereon denoting 5 $\frac{1}{2}$ miles from Wadebridge, which intended deviation railway (No. 7) will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places of Helland, Egloshayle, borough of Bodmin, and Bodmin, all in the said county of Cornwall, or some or one of them.

Eighthly. A deviation railway No. 8), wholly in the parish of Bodmin and county of Cornwall, com-

mencing by a junction with the main line, at a point 12 chains, or thereabouts, from and to the eastward of the mile-post thereon denoting 4 $\frac{3}{4}$ miles from Wadebridge, and terminating by a junction with the main line at a point 6 chains, or thereabouts, from and to the westward of the mile-post thereon denoting 4 $\frac{1}{4}$ miles from Wadebridge.

Ninthly. A deviation railway (No. 9), commencing in the parish of Egloshayle and county of Cornwall, by a junction with the main line, at a point 14 chains, or thereabouts, from and to the eastward of the mile-post thereon denoting 3 $\frac{1}{2}$ miles from Wadebridge, and terminating in the same parish and county by a junction with the main line, at or near the last-mentioned mile-post, which intended deviation railway (No. 9) will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places of Egloshayle and Saint Breock, in the said county of Cornwall, or one of them.

Tenthly. A deviation railway (No. 10), commencing in the said parish of Egloshayle and county of Cornwall, by a junction with the main line, at a point 13 chains, or thereabouts, from and to the south-eastward of the mile-post thereon denoting 3 miles from Wadebridge, and terminating in the same parish and county by a junction with the main line, at a point eight chains, or thereabouts, from and to the northward of the last-mentioned mile-post, which intended deviation railway (No. 10) will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places of Egloshayle and Saint Breock, in the said county of Cornwall, or one of them.

Eleventhly. A deviation railway (No. 11), commencing in the said parish of Egloshayle and county of Cornwall, by a junction with the main line, at a point 3 chains, or thereabouts, from and to the south-eastward of the mile-post thereon denoting 2 $\frac{3}{4}$ miles from Wadebridge, and terminating in the same parish and county by a junction with the main line, at a point five chains, or thereabouts, from and to the north-westward of the mile-post thereon denoting 2 $\frac{1}{2}$ miles from Wadebridge, which intended deviation railway (No. 11) will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places of Egloshayle and Saint Breock, in the said county of Cornwall, or one of them.

Twelfthly. A deviation railway (No. 12), wholly in the parish of Bodmin, and borough of Bodmin, or one of them, and county of Cornwall, commencing in the parish of Bodmin by a junction with the intended deviation railway (No. 6), on land of the Company, at a point one chain, or thereabouts, from and to the westward of the mile post on the main line denoting 5 $\frac{1}{2}$ miles from Wadebridge, and terminating in the borough and parish of Bodmin by a junction with the Bodmin branch railway of the company, at a point two chains, or thereabouts, measured along the main line and the said branch, from and to the eastward of the mile post on that branch railway denoting 5 $\frac{3}{4}$ miles from Wadebridge.

Thirteenthly. A deviation railway (No. 13), wholly in the parish of Bodmin, and borough of Bodmin, or one of them, and county of Cornwall, commencing in the borough and parish of Bodmin, by a junction with the Bodmin Branch Railway of the Company at or near a point two chains, or thereabouts, measured along the main line of the said branch, from and to the westward of the mile-post on that branch railway denoting six miles from Wadebridge, and terminating in the borough and parish of Bodmin, by a junction with the same branch railway at or near the mile-post thereon denoting 6 $\frac{1}{2}$ miles from Wadebridge.

Fourteenthly. A junction curve, or railway, com-

mencing in the said parish of Bodmin, and county of Cornwall, by a junction with the main line at a point four chains, or thereabouts, from and to the eastward of the mile-post thereon denoting $3\frac{1}{2}$ miles from Wadebridge, and terminating in the parish of Saint Breock, in the same county, by a junction with the Ruthern Bridge Branch Railway of the Company, at a point four chains, or thereabouts, measured along the main line and the last-mentioned branch, from and to the southward of the mile-post on that branch railway denoting $3\frac{1}{2}$ miles from Wadebridge, which said junction curve or railway, will be made or pass from, in, through, or into the parishes, townships, extra-parochial, and other places of Bodmin, Egloshayle, and Saint Breock, in the said county of Cornwall, or some or one of them.

To authorize the company to stop up and discontinue the use of so much and such parts of their existing railways and branch railways, as by reason of the construction of the several deviation railways, junction, curve, and railway and works aforesaid, or any of them, may become unnecessary, and to sell and dispose of so much and such parts of those existing railways and branch railways, and of the sites thereof respectively, as the company may not require for siding or other accommodation, or other purposes.

To confer upon the Company the powers hereinafter mentioned, or some of them (that is to say):—

To purchase, by compulsion or by agreement, all lands, houses, and hereditaments, requisite or desirable for the purposes of the intended deviation railways, junction, curve, or railway and works, in the parishes and places aforesaid, and also to empower the Company to purchase by compulsion, or by agreement, other lands, houses, and hereditaments, for additional station accommodation, sidings, and other purposes of the Company in the said parish of Bodmin and borough of Bodmin, and to vary and extinguish all rights and privileges connected with such lands houses, and hereditaments.

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels as shown on the sections hereinafter mentioned. To cross, stop up, or divert, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, and water-courses, within or adjoining to the aforesaid parishes, townships, and extra-parochial and other places, or any of them which it may be necessary to cross, stop up, alter, or divert, for the purposes of any of the intended works aforesaid, or of the intended Bill.

To levy tolls, rates, and duties upon, or in respect of the said intended railways and works.

And it is intended by the Bill to repeal, re-enact, alter, or vary the tolls which the Company are authorized to take on their existing railways and branch railways, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To enable the Company to apply to the purposes of the proposed railways and works, and of the Bill, any part of the corporate funds and revenues, and to raise further money for the purposes aforesaid, by borrowing, and by the creation of new shares and stock in the Company; and, if the company think fit, to attach to all, or any of such new shares or stock, a preference or priority of interest or dividend, and other special privileges.

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

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

And it is intended, so far as may be necessary or desirable for any of the purposes of the said Bill, to amend the provisions of the local and personal Acts of Parliament following, or some of them (that is to say): 2 Wm. IV., cap. 47; and 5 and 6 Wm. IV., cap. 93; relating to the Company; "The Okehampton Railway Act, 1862," "The Okehampton Railway Act, 1863," "The Okehampton Railway Act, 1864," and "The Launceston, Bodmin, and Wadebridge Junction Railway Act, 1864."

And notice is hereby further given, that on or before the 30th day of November, 1864, plans and sections of the intended deviation railways, junction curve, or railway and works, together with a book of reference to such plans, a published map with the lines of the intended railways, and junction curve, or railway, delineated thereon, and plans of the lands, houses, and other property, to be compulsorily taken under the powers of the Bill, with a book of reference to such last-mentioned 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 Cornwall, at his office at Saint Austell, in that county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference, respectively, as relates to each parish and extra-parochial place from, in, through, or into which the said deviation railways, junction curve, or railway and works are intended to be made, or in which any lands or houses to be compulsorily taken under the powers of the Bill are situate, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence; and in case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and that on or before the 23rd day of December next, printed copies of the said intended Bill will be deposited at the Private Bill office of the House of Commons.

Dated this 7th day of November, 1864.

Bircham, Dalrymple, Drake, and Ward,
46, Parliament-street, Westminster,
Solicitors for the intended Act.

In Parliament.—Session, 1865.

Belfast Gas.

(Increase of Capital, Additional Lands, Use of Patent Rights, Amendment of Act).

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

To empower the Belfast Gas Light Company (in this Notice referred to as the Company) to raise further sums of money by the creation of shares and by borrowing on mortgage, bond, or

debenture stock, and to attach, if they think fit, to any shares or stock to be created under the powers of the Bill, or any part thereof, a preference or priority in payment of dividend over the ordinary capital of the Company, and to authorise the division of some of the existing shares into shares of a different nominal value, and other arrangements relating to the augmentation of the share and loan capital of the Company.

To enable the Company to hold ordinary general meetings half yearly, and to alter or regulate the scale of voting.

To empower the Company to hold and purchase by agreement additional lands, houses, and other property for the purposes of their undertaking.

To authorise and enable the Company to acquire hold and exercise, or take licences to use and exercise patent rights in relation to the manufacture and distribution of gas, and the utilization of the residual products arising from the manufacture of gas, or otherwise relating thereto, and to convert, manufacture, sell, or dispose of coke, coal, tar, and residual and manufactured products.

To make further provision for the manufacture, supply, and use of and prevention of injury to or tampering with meters and fittings and apparatus connected with the supply and consumption of gas.

To make further provision for public and private lighting, and the supply of gas, and the prevention of frauds on the Company, and for the punishment of fraudulent offenders, and for the settlement and recovery of gas rents and charges.

To incorporate "The Companies Clauses Act, 1863," or some part or parts thereof.

To repeal, alter, amend, or enlarge some of the powers and provisions of "The Belfast Gas Act, 1852."

To vary or extinguish any rights or privileges which may interfere with the objects of the intended Bill, and to confer upon the Company all such powers, rights, authorities, and privileges as are necessary for carrying the powers of the Bill into effect, or for the purposes of the Company's undertaking, or which are usually inserted in Bills of the like nature.

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

Dated this 9th day of November, 1864.

Stone, Paget, and Billson, Leicester, Solicitors for the said Bill.

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

The Wolverhampton and North Staffordshire Junction Railway.

(Incorporation of Company—Construction of Railway from Cannock Chase Extension Railway to North Staffordshire Railway—Power to use part of last mentioned Railway—Working arrangements between Company and North Staffordshire, Cannock Chase Extension and Cannock Chase and Wolverhampton Railway Companies—Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company") for making and maintaining the railway hereinafter mentioned, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works (that is to say):

A railway commencing in the parish of Colwich

or Stowe, or parishes of Colwich and Stowe intermixed or one of them, in the county of Stafford, by a junction with the North Staffordshire Railway, at a point where the said railway passes by a bridge over the road leading from Little Haywood to the Rugeley and Stafford turnpike road, and which first mentioned road abuts on the west side thereof on Shugborough Park Wall, and on the east side thereof on the Navigation Inn, which is numbered 1073 on the map annexed to the tithe apportionment for the said parish of Colwich, and terminating in the parish of Cannock, in the county of Stafford, by a junction with the railway authorized by the Cannock Chase Railway (Extension) Act, 1862, at or near a point marked 4 miles on the plans deposited for the purposes of the last mentioned Act with the Clerk of the Peace for the county of Stafford as in the same Act is mentioned, which intended railway will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places following or some of them, that is to say: Great Haywood, Little Haywood, Huntington, Colton, Bishton, Wolseley, Colwich, Stowe, Colwich and Stowe intermixed, Rugeley, Cannock, Cannock Wood, and Cannock Chase, all in the county of Stafford.

And it is intended to confer upon the Company all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say:

To deviate laterally from the lines of the intended works to the extent shown upon the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

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

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

To levy tolls, rates, and duties upon or in respect of the intended railway and works, and upon the railways, stations, and works hereinafter mentioned belonging to other companies, and to alter the tolls, rates, and duties which those other companies respectively are now authorized to take and to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill to empower the Company upon terms to be settled either by agreement or (failing agreement) by arbitration 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 railway of the North Staffordshire Railway Company as lies between the point where the intended railway will join the North Staffordshire Railway as hereinbefore mentioned and the station of the North Staffordshire Railway Company at Stoke, together with the use of that station and all stations upon the said portion of the North Staffordshire Railway, and all sidings, buildings, offices, approaches, water supplies, telegraphs, signals, engines, machinery, works, and conveniences on or connected with such portion of the North Stafford-

shire Railway and station at Stoke respectively, and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before-mentioned portion of railway, and to alter the tolls, rates, and duties now authorized to be taken thereon.

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

And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions or some of them of the local and personal Acts of Parliament following (that is to say): 1 William IV., cap. 55; 9 and 10 Vict., cap. 85; 10 and 11 Vict., cap. 108; 11 and 12 Vict., caps. 66 and 83; 13 and 14 Vict., cap. 55; 17 and 18 Vict., cap. 194; 22 and 23 Vict., cap. 126; 23 and 24 Vict., cap. 42; 26 and 27 Vict., cap. 158; and 27 and 28 Vict., caps. 118, 232, 308, and 309, relating to the North Staffordshire Railway Company; 25 and 26 Vict., cap. 194, relating to the Cannock Chase (Extension) Railway Company, and 27 and 28 Vict., cap. 312, relating to the Cannock Chase and Wolverhampton Railway Company.

And notice is hereby also given that plans and sections of the proposed railway and works, with a book of reference to such plans and a published map with the line of the proposed railway delineated thereon, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November, 1864, be deposited for public inspection with the Clerk of the Peace for the county of Stafford at his office in Stafford, in the said county, and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railway and works, or any part of them, are or is intended to be made, together with a copy of this notice as published in the London Gazette will be deposited for public inspection in the case of each parish with the parish clerk thereof at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence, and printed copies of the intended Bill will be deposited in the Private Bill Office in the House of Commons on or before the 23rd day of December next.

Dated this 14th day of November, 1864.

*R. M. and F. Lowe, Temple, London.
Landor, Gardner, and Landor, Rugeley.*

Assam Company.

(Incorporation of Company; Annuling Deeds of Settlement; Repealing Act of Indian Legislature; Regulation of Capital; Powers, &c.)

APPPLICATION will 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. To incorporate the shareholders of the

Assam Company as a Company, with an English domicile.

2. To annul their deed of settlement and supplemental deed of settlement, either with or without keeping on foot some of the provisions thereof, and either with or without amendments of those provisions.

3. To repeal the Act No. 4 of 1855 of the Governor-General of India in Council, incorporating the Company in India.

4. To regulate the capital of the Company.

5. To confer on the Company additional powers, and to make other provisions with respect to the Company.

6. To vary and extinguish rights and privileges which might interfere with any of the objects of the intended Act.

There will be incorporated with the intended Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" and "The Companies Clauses Act, 1863."

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

Dated this 17th day of November, 1864.

Walter Prideaux, Solicitor, Goldsmiths'-hall, London.

*Holmes, Anton, Turnbull, and Sharkey,
Parliamentary Agents, 18, Abingdon-street, Westminster.*

In Parliament—Session 1865.

Chichester Waterworks.

(Incorporation of Company and Construction of Works.)

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 incorporate a Company for supplying water for public and private purposes to the city of Chichester and its liberties, including the parishes, townships, and places of Sub-Deanery or Saint Peter the Great, Saint Pancras, Saint Andrew, All Saints, Saint Olave, Saint Peter the Less, Saint Bartholomew, and Saint Paul's, and all other parishes townships, and places comprised within the said city or its liberties, and also to the parishes, townships or places of Bosham and Fishbourne, or any one or more of such parishes, townships, or places, all respectively in the county of Sussex, and powers will be taken in such Bill to enable the Company to be thereby incorporated to construct and maintain the works and effect the objects hereinafter mentioned, or some of them, that is to say:—

An aqueduct or conduit, main pipe or pipes, or culvert, wholly in the parish of Bosham, commencing from and out of the stream or brook dividing two closes or pieces of land, numbered respectively 143 and 144 on the Tithe Commutation Map for that parish, at, in, or near such closes or pieces of land, on the south side of the Chichester and Cosham turnpike road, near a bridge in the line of that road, and now or late belonging to and in the occupation of Thomas Heaver, and terminating at or in the intended reservoir or gauge basin next hereinafter mentioned.

A reservoir or gauge basin to be situate upon such closes or pieces of land in the said parish of Bosham, in the said county of Sussex, numbered respectively 143 and 144 on the said Tithe Commutation Map of that parish, and now or late belonging to and in the occupation of the said Thomas Heaver.

An aqueduct, conduit, rising main, and a line of pipes commencing from and out of the said intended reservoir or gauge basin, and terminating in the said city of Chichester, at or near the City Cross there.

To take and divert into the intended works the waters of the stream or brook flowing through or dividing the said closes of land numbered respectively 143 and 144 on the said Tithe Commutation Map of the said parish of Bosham, and to collect and impound the same for the purposes of the intended works, and also any waters or streams which may be found in the construction of the said intended works, which said stream or brook and waters directly or derivatively flow into the harbour or navigation of Bosham.

To make and maintain embankments, filtering beds, dams, sluices, valves, weirs, gauges, cuts, channels, drains, tunnels, adits, pipes, wells, tanks, engines, pumping establishments, and other conveniences necessary in connection with the before mentioned works, and for collecting, cleansing, and storing up the waters of the said stream or brook and other waters and streams, which said intended reservoir, works, and conveniences will be made, or pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say: Bosham, Fishbourne, the city of Chichester and its liberties, the parishes of Sub-Deanery or Saint Peter the Great, Saint Pancras, Saint Andrew, All Saints, Saint Olave, Saint Peter the Less, Saint Bartholomew, and Saint Paul's, all in the county of Sussex.

To supply water for private use, and also for public and sanitary purposes to the inhabitants of the said city and its liberties, including the parishes, townships, and places of Sub-Deanery or Saint Peter the Great, Saint Pancras, Saint Andrew, All Saints, Saint Olave, Saint Peter the Less, Saint Bartholomew, and Saint Paul's, and also other parishes, townships, and places comprised within the said city or its liberties, and also to the parishes, townships, and places of Fishbourne and Bosham, or any one or more of such parishes, townships, or places.

To lay down and maintain pipes, culverts, and other works in, under, over, or across, and for that purpose to cross, break open, alter, or divert, or stop up either temporarily or permanently any roads, highways, footpaths, streets, public places, bridges, canals, towing paths, railways, tramways, sewers, drains, streams, brooks, and water courses in any of the parishes, townships, or places before-mentioned.

To purchase by compulsion and otherwise, take on lease, and take grants of easements in or over any lands, houses, springs, streams, waters, and other hereditaments requisite or desirable for the purposes aforesaid, and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges which would in any way interfere with the objects of the said Bill.

To levy and recover rates, rents, and charges for the supply of water, and to confer exemptions from the payment of such rates, rents, or charges, and to confer other rights and privileges.

And it is also intended by the said Bill to incorporate the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and the Waterworks Clauses Acts 1847 and 1863, or some of them, or some parts thereof.

And notice is hereby further given, that plans and sections of the intended works, showing the situation and levels thereof, a book of reference

to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1864, be deposited for public inspection with the Clerk of the Peace for the said county of Sussex, at his office at Lewes, in the said 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, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence, and that on or before the 23rd day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office in the House of Commons.

Dated this 11th day of November, 1864.

H. and R. W. Ford, Solicitors for the Bill.

Merthyr Tydfil Local Board of Health.

(Extending limits of Water Supply of the Local Board to part of Vaynor parish—Power to levy Rates or Rents—Alteration of General District and other Rates—Repeal or Amendment of Sections 20 and 52 and other Provisions of Merthyr Tydfil Water Act, 1858—Erection of Town Hall—Compulsory purchase of Lands and Houses—Amendment of Acts.)

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

To enable the Local Board of Health for the district of Merthyr Tydfil, in the county of Glamorgan, (hereinafter called "The Local Board,") to supply with water that part of the parish of Vaynor, in the county of Brecon, which is within the limits of the Parliamentary borough of Merthyr Tydfil, and for that purpose to extend and apply to the said part of the said parish the whole or some of the powers and provisions of the Merthyr Tydfil Water Act, 1858 (hereinafter called the Act of 1858), and the Acts incorporated therewith, and of the Public Health Act, 1848 and to confer upon the Local Board, and enable them to exercise within and with reference to the said part of the said parish all the powers, authorities, rights, and privileges which they now have, or are entitled to exercise within or with reference to their existing district.

To enable the Local Board to levy rates, rents, and charges, for and in respect of such proposed supply of Water, and to confer exemptions from the payment of such rates, rents, and charges.

To vary the General District Rate, and rates of any other description now levied or leviable in the existing district of the Local Board, and to enable the Local Board to levy new or additional rates therein, to confer, vary, or extinguish exemptions from the payments of such rates, and to confer, vary, or extinguish other rights and privileges.

To enable the Local Board of Health to provide, erect, and maintain a town-hall, or other building for the use of the Local Board, and for public purposes, within their district, and for that purpose to purchase, by compulsion or agreement, lands, houses, and hereditaments, in the parish of Merthyr Tydfil, in the county of Glamorgan, and to enable the Lords Commissioners of Her Ma-

jesty's Treasury to contribute towards the expense of erecting such town hall, or building.

To enable the Local Board to apply to the purposes of the intended Bill, or any of them, any funds or monies or rates or rents belonging to them, or under their control, or which they are or may be empowered to raise or apply, and to authorize the Local Board to raise additional funds for the purposes of the intended Bill, or any of them, by borrowing on the credit of the rates and rents to be authorised by the intended Bill, or on the credit of any property of any description of the Local Board, or of any rates or rents of any description which they are, or may be authorized to levy or receive, or by all or any of such means.

To alter, vary, or repeal such or such part of the provisions of the Act of 1858, and especially of the 52nd section of that Act, as prevents the Local Board from supplying, or limits or affects their power to supply water for machinery or other motive power, and to enable the Local Board to supply water for those purposes.

To alter, vary, or repeal the provisions, or some of the provisions of the 20th section of the Act of 1858 relating to the quantities of water to be discharged from the reservoir of the Local Board for the supply of the River Taff Vechan, and to explain and interpret such provisions, and to diminish, vary, and regulate, and to make other provisions with reference to the quantity of water to be discharged from the said reservoir for the supply of the said river, and to provide for the time and the mode of discharging the same.

To amend or repeal the provisions or some of the provisions of the Merthyr Tydfil Water Act, 1858, and also, if necessary or expedient, to alter or vary the provisions of the Public Health Act, 1848, the Local Government Act, 1858, and of the Local Government Act (1858) Amendment Act, 1861, so far as the same may have reference or apply to the Local Board, or as may be necessary for the purposes of the intended Bill.

And notice is hereby given, that on or before the 30th day of November, 1864, plans of the said lands, house, and hereditaments intended to be compulsorily purchased under the powers of the said bill, together with a book of reference to such plans and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office in the town or Cardiff, and that on or before the said 30th day of November, 1864, a copy of the said plans and book of reference and of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of the said parish of Merthyr Tydfil, at his residence.

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

Dated this 9th day of November, 1864.

James Ward Russell, Merthyr Tydfil,
Solicitor for the Bill.

J. Dorington and Co., 6, Parliament-
street, Parliamentary Agents.

Brixham Harbour.

(Application for Provisional Order; Amendment of Act relating to Commissioners for improving the Harbour and Market at Brixham, 1 Vict., cap. 75; Regulation of Capital).

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Plantations, on or before the 23rd day of December, 1864, by the Commissioners

for improving the harbour and market at Brixham (hereinafter called the Commissioners), to make a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861;" and "The General Pier and Harbour Act, 1861, Amendment Act;" and to confer on the Commissioners the following or some of the following, among other powers (that is to say):—

To reduce the amount which the Commissioners may borrow under their Act of incorporation, and to enable them from time to time to grant a preference or priority in the payment of the interest on portions of money raised or to be raised under the powers of the said Act, and the order of either of them.

To amend the Act 1 Vict., cap. 75, relating to the Commissioners.

And notice is hereby further given, that on or before the 30th day of November, 1864, a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Devon, at his office at the Custom House, at Brixham aforesaid, and at the office of the Board of Trade, Whitehall, London.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished at the price of one shilling to all persons applying for the same, at the offices of the Solicitor and Parliamentary Agent for the Commissioners, as undermentioned.

R. W. Wolston, Brixham, Solicitor.

Henry Moon, 6, Manchester-buildings,
Westminster, Parliamentary Agent.

Clevedon Pier.

(Application for Provisional Order for exemption of Clevedon Pier Company from the Duty of keeping a Lifeboat, or a Tide Gauge, &c.; for limiting Use of Pier for certain Traffic; Amendment of Order).

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December, 1864, by the Clevedon Pier Company (hereinafter called the Company), to make a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861;" and "The General Pier and Harbour Act, 1861, Amendment Act;" and to confer upon the Company the following, or some of the following, powers (that is to say):—

To exempt the Company from the duty of providing lifeboats, mortars, rockets, tide-gauge, barometer, and an account of the wind and the weather.

To enable the Company to prohibit the use of the pier for certain offensive or dangerous articles, and to limit the time for loading and unloading other articles, and to make bye-laws for those purposes, or either of them.

And notice is hereby further given, that on or before the 30th day of November, 1864, a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Somerset, at his office at Wells, at the Custom House at Pill, in the said county, and at the office of the Board of Trade, Whitehall, London.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished at the price of one shilling each to all persons applying for the same, at the office of the Par-

liamentary Agent for the Company, as under-mentioned.

Dated this 14th day of November, 1864.

William Moon, Solicitor, 15, Lincoln's-inn-fields.

Henry Moon, Parliamentary Agent, 6, Manchester-buildings, Westminster.

In Parliament—Session 1865.

Fishguard Bay Railway and Harbour.

(Incorporation of Company for Construction of Railway from South Wales Railway to Fishguard Bay, also of Harbour and Piers in Fishguard Bay; Agreements with and Powers over the Great Western Railway Company.)

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

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain the railway hereinafter mentioned, or some part thereof, with all needful works, stations, approaches, and conveniences connected therewith, that is to say:—

A railway commencing by a junction with the Great Western Railway (South Wales section), about 550 yards west of the Clarboston-road station, in the parish of Wiston, and county of Pembroke, passing through the following parishes and places, or some of them, that is to say: Wiston, Spittal, Rudbaxton, Saint Dogwells, Treffgarne, Ambleston, Haycastle, Saint Lawrence, Mathry, Letterston, Llanstinan, Jordanston, Goodwick, Manorowen, Fishguard, and Llanunda, all in the county of Pembroke, and terminating at a spot in the last-named parish, on the western coast of Fishguard Bay, about 630 yards north-east of the Goodwick pier.

To enable the Company also to construct at the south-west side of Fishguard Bay, on land in the said parish of Llanunda, now belonging to and occupied by David Harries, Esq., and on the foreshore adjoining to the said land a harbour, with the necessary piers, jetties, wharves, rails, docks, sluices, locks, and other works; the one of which piers or jetties will commence at or near the north-eastern end of the Goodwick pier, and will terminate eastward in the said bay, at a distance of 480 yards or thereabouts from its commencement; and the other of the said piers or jetties will commence at or near the termination of the above-named railway, and will terminate south-eastward in the said bay, at a distance of 300 yards or thereabouts from its commencement.

Which said harbour and piers will be situate in Goodwick and Llanunda, or one of them, in the said county of Pembroke.

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

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway, harbour, piers, and other works; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway, harbour, piers and other works; to levy tolls, rates, and charges in respect thereof respectively; to enable the Company to exercise all such powers in and over the western part of Fishguard Bay as may be necessary for removing obstructions, and preventing interference with ships and vessels in approaching, departing from, or using the intended harbour and other works, with power also to lay down buoys, moorings, and other works in the said bay, for the

accommodation of shipping using the works of the Company; and the Bill will confer on the Company other rights and privileges.

To enable the Company to purchase compulsorily the pier now existing at Goodwick, and all the rights and privileges attached thereto, and either to abolish the said pier or alter it and adapt it to the purposes of the proposed harbour.

To enable the Company to appropriate to the purposes of the harbour the stream now running into the Fishguard Bay at Goodwick Sands, and known as "Goodwick River," and to divert the waters thereof, and to apply the same to the supply and to the cleansing of the harbour.

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

To enable the Company and all companies and persons lawfully using the railway of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration or defined by the Bill, so much of the Great Western Railway as will be situate between the junction of the proposed railway with the same Great Western Railway and the Clarboston-road Station of that railway, together with the watering-places, booking offices, warehouses, landing-places, sidings, works, and conveniences connected with the said portion of the Great Western Railway, including the use of the before-mentioned station.

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

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" and "The Harbours, Docks, and Piers Clauses Act, 1847;" and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Great Western Railway Company, namely, 5 and

6 Wm. IV., cap. 107; 8 and 9 Vict., cap. 190, and the 26 and 27 Vict., caps. 113 and 198.

Duplicate plans and sections describing the line, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also a published map with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this Notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Pembroke, at his office at Haverfordwest, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice, will be deposited with the parish clerk of 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 22nd day of December next.

Dated this 9th day of November, 1864.

Edwards and Co., Westminster, Solicitors for the Bill.

Powell, Mathias, and Evans, Haverfordwest, Local Agents.

In Parliament—Session 1865.

South Hams (Devon) Railway.

(Incorporation of Company for making a Railway from the Dartmouth and Torbay Railway to the South Devon Railway; Working and Traffic Arrangements with South Devon, Dartmouth, and Torbay, and Torbay and Brixham Railway Companies; Amendment of Acts).

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

To incorporate a Company (hereinafter referred to as "the Company") with power to make and maintain the railway following, with all proper stations, approaches, works, and conveniences connected therewith (that is to say): a railway to commence in the parish of Churston Ferrers, in the county of Devon, by a junction with the Dartmouth and Torbay Railway, at a point 180 yards or thereabouts south of the southern end of the Greenway Viaduct on that railway, and to terminate in the parish of Plympton Saint Mary, in the same county, by a junction with the South Devon Railway at a point 60 yards or thereabouts west of the western end of the down platform of the Plympton Station on that railway, which intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Churston Ferrers, Dittisham, Townstall, Cornworthy, Stokefleming, Blackawton, Street, Slapton, Torcross, East Allington, Stokenham, Chillington, Sherford, Frogmoor, Chivelstone, South Pool, Charleton, Buckland-tout-Saints, Dodbrook, Kingsbridge, Westalvington, Churchstow, Loddisswell, Aveton-Gifford, Woodleigh, Bigbury, Ringmore, Kingston, Modbury, Holbeton, Ermington, Yealmpton, Brixton, Plympton Saint Mary, Plympton-Earle otherwise

Plympton-Earls, otherwise Plympton-Maurice, all in the county of Devon.

To empower the Company to purchase lands, houses, and other property by compulsion or agreement, either for a sum or sums in gross, or in consideration of annual or other payments, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railway and works, and to confer other rights and privileges; and also to take powers to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, railways, tramways, aqueducts, cuts, canals, streams, navigations, and rivers within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as may be necessary in consequence of the construction and for the purposes of the said intended railway and works.

To authorise the levying of tolls, rates, and charges for the use of the said intended railway and works, and to confer exemptions from the payment of such tolls, rates, and charges.

To empower the Company, on the one hand, and the South Devon Railway Company, the Dartmouth and Torbay Railway Company, and the Torbay and Brixham Railway Company, or any or either of them, on the other hand, to enter into and carry into effect agreements or arrangements for the working, maintenance, and use by the three last-named Companies, or any or either of them, of the intended railway and works, or any part thereof, and the supply and maintenance of engines, carriages, and rolling stock, and other stock or plant for the same, and with respect to the payment and contribution by the Companies parties to any such agreement or arrangement towards the costs, charges, and expenses of such working, use, management, and maintenance, and with respect to the conduct, regulation, management, and transmission of the traffic upon the intended railway and the railways of the South Devon Railway Company, the Dartmouth and Torbay Railway Company, and the Torbay and Brixham Railway Company respectively, or any or either of them, and the stations, works, and conveniences connected therewith respectively, and with respect to the levying collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from such respective traffic, and the tolls, charges, or other consideration to be paid for such use or otherwise; and to enable the South Devon Railway Company, the Dartmouth and Torbay Railway Company, and the Torbay and Brixham Railway Company, or any or either of them, to levy tolls, rates, and charges on the said intended railway, or any part thereof, and to exercise all such other powers as may be found advisable in reference to the purposes aforesaid; and the intended Act will provide, if thought fit, for the appointment of a joint committee, and for the confirmation of any agreement entered into in relation to all or any of the matters aforesaid.

To alter, amend, extend, and enlarge, so far as may be necessary for the purposes aforesaid, the powers and provisions of the Acts following, or some of them (that is to say), local and personal, 7 and 8 Vic., cap. 68, and any other Act or Acts relating to the South Devon Railway Company; 25 and 26 Vic., cap. 132, and any other Act or Acts relating to the Dartmouth and Torbay Railway Company; and 27 and 28 Vic., cap. 247, relating to the Torbay and Brixham Railway Company.

Plans and sections, shewing the line and levels of the proposed railway and works, with a book of reference thereto, a published map with the line of railway delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Devon, at his office in the Castle of Exeter, 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 railway or works are intended to be made will be deposited with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of an adjoining parish, at his residence; and 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 16th day of November, 1864.

Swift and Co., 32, Great George-street, Westminster, Solicitors for the Bill.

Monmouthshire Railway and Canal Company.
(Additional Works; Purchase of Brecon and Abergavenny Canal; Additional Capital and Powers; Amendment of Acts.)

APPPLICATION is intended to be made to Parliament in the next session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—To enable the Monmouthshire Railway and Canal Company (hereinafter called the Company) to make and maintain the following railways, deviations, and works in the county of Monmouth, with the necessary stations, sidings, and approaches in connection therewith.

No. 1. A deviation railway in the parish of Llanhilleth, to commence by a junction with the Western Valleys Railway of the Company, at or near the mile-post on that railway indicating 13 miles from Newport, and to terminate by a junction with the same railway at or near the 13½-mile post.

No. 2. A deviation railway in the same parish, and in the parish of Aberystwith, to commence by a junction with the same railway, at or near the mile-post on that railway indicating 15 miles and a quarter, and to terminate by a junction with the same railway at or near the mile-post indicating 15 miles and three-quarters.

No. 3. The doubling of so much of the same railway (excepting the Deviation Railway No. 2) as extends from the 14-mile post, in the same parish of Llanhilleth, to the mile-post on the same railway indicating 16 miles and three-quarters, in the parish of Aberystwith.

No. 4. A branch railway in the parish of Trevelth, to commence by a junction with the Eastern Valleys Railway of the Company, at or near the mile-post on that railway indicating nine miles and three-quarters from Newport, and to terminate at or near Gelly-deg Colliery.

No. 5. A branch railway in the same parish, to commence by a junction with the intended Branch Railway No. 4, at or about three-quarters of a mile from the junction of the last-mentioned intended railway with the said Eastern Valleys Railway, and to terminate at or near Glyn-nant-ddu Colliery.

To enable the Company to purchase, by compulsion and by agreement, all lands, houses, and other hereditaments for the purposes of the said railways, deviations, and works, and to vary and extinguish all rights and privileges connected with the lands, houses, and hereditaments so to be purchased.

To cross, divert, alter, or stop up, either temporarily or permanently, all roads and ways, tramways, rivers, streams, and watercourses within or near the parishes and places aforesaid, or any of them which it may be necessary to cross, divert, alter, or stop up, for the purposes of the said Bill; to levy tolls, rates, and charges upon or in respect of the proposed railways, stations, sidings, and works.

To abandon the use of so much of their existing lines of railway as may become unnecessary by reason of the proposed deviations.

To alter and reduce the number of the committee of management of the Company, and to assimilate the mode of electing such committee to that prescribed by "The Companies Clauses Consolidation Act, 1845," or otherwise, and to regulate the mode of voting at the ordinary and special general assemblies of the Company, and to assimilate it likewise to the provisions of the last-mentioned Act, or otherwise.

To enable the Company of Proprietors of the Brecknock and Abergavenny Canal Navigation to sell and transfer their undertaking and works, and all their canals, lands, and property, whether real or personal, and all their rights, powers, and privileges, duties, and liabilities to the Company, and to empower the Company to purchase the same at such price or other consideration, and upon such terms as have been or may be agreed upon between the two Companies, or as the Bill may define; and to empower the Company to exercise all the rights and powers (and among them the powers of levying tolls), and to assume all the duties and liabilities of the said Company of proprietors.

To enable the Company to raise additional capital for the purposes of the Bill, and for other purposes of their undertaking, by the creation of new shares or stock, and by borrowing, and to attach to the new capital any preference or priority in the payment of interest or dividend, or other advantage over the existing capital of the Company.

To amend, extend, or if need be to repeal the Act of Parliament passed in the 33rd year of King George 3rd, cap. 96, incorporating the Company of Proprietors of the Brecknock and Abergavenny Canal Navigation, and the Act passed in the 44th year of the same reign, amending the foregoing Act, cap. 29; and also to amend and extend the 32nd George 3rd, cap. 102; "The Newport and Pontypool Railway Acts, 1845 and 1848," and "The Monmouthshire Railway and Canal Acts, 1852, 1853, 1855, and 1861;" and the Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

Duplicate plans and sections of the proposed railways, deviations, and other works, and of the lands intended to be taken for the purposes thereof, together with a book of reference to such plans, and a published map showing the general direction of the said railways and deviations, and also a copy of this notice, will be deposited for public inspection with the Clerk of the Peace for Monmouthshire, at his office at Newport, in that county, on or before the 30th day of November instant, 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 through which the said railways, deviations, and works are intended to be made, or any land which is intended to be taken, and a copy

of this notice, will be deposited for public inspection in the case of each parish with the parish clerk thereof, at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto.

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.

A. Waddington, Solicitor for the Bill.

In Parliament—Session 1865.

Radnorshire Railways.

(Incorporation of Company, for Construction of Railways in Radnorshire and Montgomeryshire—Provisions affecting the Cambrian, the Central Wales, the Great Western, the Hereford, Hay, and Brecon, the Kington and Eardisley, and the London and North-Western Railway Companies.)

APPPLICATION is intended to be made to Parliament next Session for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company"), and to empower the Company to execute the works, and effect the objects hereinafter mentioned, or some of them, viz. :—

To make and maintain the following railways (with stations, approaches, sidings, and works connected therewith), or some of them, viz. :—

A railway (No. 1), commencing in the parish of Presteign, in the county of Radnor, by a junction with the authorized line of the railway No. 1, authorized by the Kington and Eardisley Railway Act, 1864, at or near the point figured 4 miles and 3 furlongs on the Parliamentary plans of that railway, as deposited with the Clerk of the Peace for the county of Radnor in November, 1863, and passing from, in, through, or into the parishes, townships, and places of Presteign, Discoyd, Norton, Whitton, Bridgend, Monachty, Cascob, Pilleth, Bleddfa, and Llangynllo, all in the county of Radnor, or some of them, and terminating in the parish of Llangynllo, in the county of Radnor, by a junction with the authorized line of the Central Wales Railway, at or near a point figured 8 miles and 2 furlongs on the Parliamentary plans of that railway deposited with the Clerk of the Peace for the county of Radnor in November, 1858.

A railway (No. 2), diverging from the intended railway No. 1, in a field situate in the parish of Llangynllo, in the county of Radnor, being numbered 97 on the said last mentioned Parliamentary plans, and passing from, in, through, or into the parishes, townships, and places of Llangynllo, Llanbister, Llananno, and Llanbadarn-fynydd, all in the county of Radnor, and Kerry, Moughtre, Penstrowed, and Llandinam, all in the county of Montgomery, or some of them, and terminating in the said parish of Llandinam by a junction with the Cambrian Railway (Newtown and Machynlleth Section) at or near the east end of the Moat-lane junction station thereon.

A railway (No. 3), diverging from the intended railway No. 2, in a field situate in the said parish of Llanbister, numbered 629 on the tithe commutation map of that parish, and passing from, in, through, or into the said parishes, townships, and places of Llanbister and Llangynllo, in the county of Radnor, or one of them, and terminating in the said parish of Llangynllo by a junction with the authorized line of the Central Wales Railway at or near a point figured 8 miles and 2 furlongs on the before-mentioned Parliamentary plans of that railway.

To deviate laterally from the lines of the intended railways and works, to the extent shown on the plans, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, streets, highways, streams, pipes, sewers, canals, navigations, rivers, bridges, telegraphs, railways, and tramroads within the parishes, townships, and places aforesaid, or any of them.

To purchase, and take by compulsion, and also by agreement, lands, houses, and hereditaments or easements in and over the same, for the purposes of the intended railways and works.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the railways, stations, and works of other Companies which will be crossed (or run over) under the powers of the Bill, and to alter the tolls, rates, and duties which the other Companies named in this notice respectively are now authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

And it is also intended by the Bill to amend or repeal the following Acts of Parliament, or some of them, viz. :—25 and 26 Vict., cap. 67; and 27 and 28 Vict., cap. 199, relating to the Kington and Eardisley Railway Company; 22 and 23 Vict., cap. 84; 23 and 24 Vict., cap. 127; 25 and 26 Vict., cap. 95; 26 and 27 Vict., cap. 9; 27 and 28 Vict., cap. 263; and 23 and 24 Vict., cap. 179, relating to the Hereford, Hay, and Brecon Railway Company; 18 and 19 Vict., cap. 86; 23 and 24 Vict., caps. 101, 108, and 139; 24 and 25 Vict., cap. 17; 26 and 27 Vict., cap. 96; 16 and 17 Vict., cap. 143; 19 and 20 Vict., cap. 22; 22 and 23 Vict., cap. 30; 24 and 25 Vict., cap. 90; 25 and 26 Vict., cap. 162; 20 and 21 Vict., cap. 106; 26 and 27 Vict., cap. 40; 24 and 25 Vict., cap. 223; 25 and 26 Vict., cap. 218; and 27 and 28 Vict., cap. 262, relating to the Cambrian Railway Company; 22 and 23 Vict., cap. 121; and 26 and 27 Vict., cap. 79, relating to the Central Wales Railway Company; 23 and 24 Vict., cap. 141; and 26 and 27 Vict., cap. 77, relating to the Central Wales Extension Railway Company.

On or before the 30th day of November, 1864, plans and sections of the intended railways and works, a book of reference to the plans, a published map, with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Radnor, at his office at Presteign, in the county of Radnor; and with the Clerk of the Peace for the county of Montgomery, at his office at Welshpool, in the county of Montgomery; and on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the intended railways and works will be made, or pass, with a similar copy of this notice, will be deposited, for public inspection, in the case of each parish with the parish clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 10th day of November, 1864.

Cobb and Price, Brecon. Solicitors for the Bill.

In Parliament.—Session 1865.

Highbridge Markets and Gas.

(Extension of Time for Purchase of Lands and Completion of Works; Compulsory Purchase of Lands, Tolls; 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 purposes, or some of them, viz.:—

To alter, amend, extend, and enlarge, and, if need be, to confirm some of the provisions of "The Highbridge Markets and Gas Act, 1860" (hereinafter called the Act of 1860), with reference to the acquisition of lands and completion of the markets and gas-works by that Act authorized, to revive such of the powers (if any) of the said Act as may have expired, and to make other provisions with respect to the carrying into execution the objects of the said Act.

To take, by compulsory purchase, or by agreement, or otherwise, for the purposes of the said gas works, a certain piece or parcel of land, containing, by admeasurement, half-an-acre or thereabouts, situate, lying, and being on the south-west corner of a close of land called or known by the name of Broad Wharf, belonging to Francis W. Savage, situate in the parish of Burnham, in the county of Somerset, numbered 1153 on the tithe commutation map of the said parish of Burnham, and now in the occupation of William Jones, which said piece or parcel of land is comprised within the following limits, that is to say, bounded on or towards the north and east by other parts of the said close, a public rhine or watercourse and lands, in the occupation of Richard Amesbury, on or towards the west by the said public rhine or watercourse, and the station of the Somerset and Dorset Railway Company, and on or towards the south by lands belonging to the Somerset and Dorset Railway Company. Together with all such roads, approaches, and conveniences connected therewith, upon or over the said adjoining lands, as may be necessary or required.

To take, by compulsory purchase, or by agreement, or otherwise, for the purposes of the said markets, and of the necessary roads and approaches thereto, certain closes of land and buildings, situate and being at Highbridge, in the parish of Burnham, in the county of Somerset, and numbered 966, 970, 971, 439, 440, 444, 445, 446, 447, 448, 449, 450, 451, 452 on the tithe commutation map of the said parish, or part or parts of the said closes of land and buildings, and also certain other closes of land, situate at Highbridge, in the parish of Huntspill, in the said county, and numbered respectively 2, 3, 4, 4, and 6, on the tithe commutation map of the said parish.

To alter, vary, or extinguish, all existing rights, powers, and privileges, connected with such lands, which would in any manner impede or interfere with the objects and purposes of the said Bill, and to confirm any agreements already entered into, or which may be hereafter entered into for the purchase or acquisition of the said lands.

To extend the provisions of the Act of 1860, so far as relates to the said markets to the sale of hay, corn, flour, meal, vegetables, fruit, meat, poultry, fish, butter, cheese, milk, and other vegetable and animal products, goods, wares, merchandize, manufactures, and other marketable commodities within the limits of the said markets, defined in the said Act, and to prohibit the sale of any of those articles within such

limits, and to enable the Market Company, incorporated by the said Act, to levy tolls, rates, stallages, dues, and charges, in respect of the sale of those articles within such limits.

And notice is hereby further given, that duplicate plans of the lands and buildings proposed to be taken for the purposes of the said intended Act, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and buildings; 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 Somerset, at his office in Wells, in the said county; and that a copy of the said plans and book 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 respective parish clerks of Burnham and Huntspill, at their respective places 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 15th day of November, 1864.

B. T. Allen, Burnham, Solicitor.

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

In Parliament.—Session 1865.

Blackwall, Greenwich, and Woolwich Railway.
(Incorporation of Company for making Railway from North London and London and Blackwall Railways under the Thames to North Kent Railway—Power to London and North-Western, London and Blackwall, and South-Eastern Railway Companies, and the Greenwich and South-Eastern Dock Company).

NOTICE is hereby given, that it is intended to apply to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:

1. A railway commencing in the parish of Saint Leonard Bromley, by a junction with the East and West India Dock Extension of the North London Railway at or near a point about twenty yards to the south of the bridge carrying the said extension over Limehouse-cut, passing thence through or into the following parishes and places, or some of them, that is to say: Saint Leonard Bromley, and All Saints, Poplar, in Middlesex, and thence passing by a tunnel under the River Thames to Blackwall-point and Greenwich-marshes in the parish of Saint Alphage, Greenwich, passing through or into that parish and the parish of Charlton, in the county of Kent, and terminating in the last-named parish by a junction with the North Kent Line of the South Eastern Railway, at a point measuring about 320 yards east from the centre of the bridge carrying Victoria-road over the said North Kent Railway, in the said parish of Charlton.

2. A railway to be wholly situate in the said parish of All Saints, Poplar, and to commence from and out of the intended main line of railway, at or near the centre of Green's shipbuilding yard, and to terminate by a junction with the London and Blackwall Railway, about 120 yards east of where the London and Blackwall Railway crosses the West India Dock-road.

3. A branch railway to be wholly situate in the said parish of Saint Alphage, Greenwich, to com-

mence from and out of Railway No. 1, at or near Horn-lane, and to terminate at or near the junction of Hatchliffe-street East with the Greenwich and Woolwich turnpike Lower-road.

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 deviate from the lines and levels of the proposed railways; to cross, divert, alter, or stop up, whether temporarily or permanently, streets, roads, drains, pipes, sewers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works, to carry the main line of railway by means of a tunnel under the River Thames, and to interfere with the bed and channel thereof to such an extent as may be necessary; to purchase lands, houses, and other property compulsorily for the purposes of the intended railways and works, and to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorise the London and North Western Railway Company, the London and Blackwall, and the South Eastern Railway Companies, and the Greenwich and South Eastern Dock Company, or any or either of those Companies, to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and, if necessary, out of capital to be raised by them respectively under the powers of the Bill, by shares or stock, and by loan, and with or without any priority of dividend or interest, and other advantage over their respective existing and authorised capitals; and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

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

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the 9 and 10 Vic., c. 204, and of the several other Acts relating to the London and North Western Railway Company; also of the 6 and 7 William IV., c. 123, and of the several other Acts relating to the London and Blackwall Railway Company; also of the

6 William IV., c. 75, and of the several other Acts relating to the South Eastern Railway Company; also of the 22 and 23 Vic., c. 20, and the 27 and 28 Vic. c. 51, relating to the Greenwich and South Eastern Dock Company; and also of the several Acts relating to the North London Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this Notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and on or before the same day a copy of so much of the said plans, sections and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice, will be deposited as follows: as regards the parishes of Saint Leonard Bromley, and All Saints, Poplar, with the clerk of the Poplar District Board of Works, at his office, East India-road, Poplar; as regards the parish of Saint Alphage, Greenwich, with the clerk of the Greenwich Board of Works, at his office in Church-street, Greenwich; and as regards the parish of Charlton, with the clerk of the Lewisham District Board of Works, at his office in Lewisham.

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.

Edwards and Co., Westminster, Solicitors for the Bill.

St. Alban's Water.

(Incorporation of Company—Supply of Water—Power to purchase existing Waterworks—Power to raise Capital, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company (hereinafter referred to as the Company), for supplying with water the borough of Saint Alban, in the county of Hertford, and the several parishes and places of Saint Alban, Saint Peter, Saint Michael, Saint Stephen and Saundridge, and with this view to confer upon the Company power to effect all or some of the objects and purposes following (that is to say):

To empower the Company to purchase the existing waterworks at Saint Albans, the property of James Oakes and Thomas Haden Oakes, Esquires together with the mains, pipes, and other works and property belonging to or used in connection with the same.

Also to acquire by compulsory purchase or otherwise, certain land and houses in the said parish of Saint Peter and borough of Saint Alban, bounded on the north by the said waterworks, on the south by cottage, garden and shed in the occupation of William Findell, on the east by the high-road leading from Saint Albans to Sandridge, and on the west by the public footway called Snatchups End, otherwise Snatchups Alley.

To maintain, renew, and enlarge the said existing waterworks and pipes and mains, and to lay

down and maintain other and additional pipes, mains, and other works.

To cross, divert, alter, break, or stop up, either temporarily or permanently, any highways, railways, tramways, viaducts, roads, bridges, streets, lanes, paths, passages, and other public places necessary for the purpose.

To supply water for domestic, sanitary, and other purposes, and in bulk or otherwise, and with this view to enable the Company to enter into and make contracts with the Town Council of the said borough, and with any Board of Health, Commissioners, Company, public officers, trustees, surveyors, or others, and any other body or persons requiring a supply.

To levy tolls, rates, and duties, to alter existing tolls, rates and duties, to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties; to raise money by borrowing or otherwise, upon the credit of such tolls, rates and duties, and upon the credit of the waterworks and other property so acquired by the Company, and to confer, vary, or extinguish other rights and privileges.

To incorporate in the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Waterworks Clauses Act, 1847 and 1863;" "The Lands Clauses Consolidation Act Amendment Act, 1860;" and "The Companies Clauses Act, 1863;" and to alter, amend or repeal all or some of the provisions of those and any other Acts which could interfere with the several objects aforesaid, or any of them.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans of the land intended to be compulsorily taken as aforesaid, together with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees and occupiers, 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 Hertford, at his office at St. Albans, in the said county, and that on or before the said 30th day of November instant, a copy of the said plans and book of reference, together with a copy of this Notice, as published in the London Gazette, will be deposited for further inspection with the parish clerk of the said parish of Saint Peter, at his place of abode.

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

Dated this 8th day of November, 1864.

T. W. Blagg, Solicitor, St. Albans.

Marchant and Pead, 30, Great George-street, Westminster, Parliamentary Agents.

Manchester Corporation Waterworks.

(Construction of New Works—Power to Raise Money—Further Provisions as to Rates—Amendment of Acts.)

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

To empower the Mayor, Aldermen, and Citizens of the city of Manchester (hereinafter called "the Corporation"), to make and maintain the following works, or some of them (that is to say):

A reservoir on the River Etherow, at or near Vale House Mill, the embankment of which will be placed across the said river at a point about twenty

chains, measured in a straight line, westwards from the junction of the Tail Race of the said Vale House Mill with the said River Etherow, from whence the reservoir will extend up the river in an easterly direction to or near the foot of the embankment of the Rhodes Wood Reservoir of the Corporation, which intended reservoir will be situated partly in the township of Padfield, in the parish of Glossop, in the county of Derby, and partly in the township of Tintwistle, in the parish of Mottram-en-Longdendale, in the county of Chester.

A reservoir at or near Bottoms Mill, and immediately below the reservoir lastly described, the embankment of which will be placed across the said River Etherow, at a point three chains or thereabouts below a bridge over the said river leading to the said Bottoms Mill, from whence the reservoir will extend up the said river in an easterly direction to the embankment of the reservoir lastly described, which intended reservoir will be situated partly in the township of Padfield, in the parish of Glossop, in the county of Derby, and partly in the township of Tintwistle, in the parish of Mottram-en-Longdendale, in the county of Chester.

An aqueduct, or watercourse, and line of pipes commencing at or in the waste watercourse of the said Rhodes Wood Reservoir, at or near the northerly corner of the embankment of such reservoir, and terminating at or in the River Etherow, at or near the embankment of the reservoir secondly herein described, which aqueduct will be wholly within the township of Tintwistle, in the parish of Mottram-en-Longdendale, in the county of Chester.

An aqueduct, or tunnel, commencing at or in the Hollingworth Brook, at or near the northerly end of Hollingworth Reservoir of the Corporation, and terminating at or in the reservoir secondly herein described, at or near the north-westerly corner thereof, which aqueduct, or tunnel, will be wholly in the said township of Tintwistle, in the parish of Mottram-en-Longdendale, in the county of Chester.

A road, commencing at or near a place called Stubbs Farm, and terminating at the south-west corner of the intended reservoir first hereinbefore described, all within the township of Padfield and parish of Glossop aforesaid.

Another road, commencing at the north-west corner of the intended reservoir first hereinbefore described and terminating at or in the turnpike road leading from Manchester to Saltersbrook, at a point in the village of Tintwistle, about ten chains measured in a straight line to the east of the east end of Tintwistle Church, which last-mentioned road will be wholly in Tintwistle, in the parish of Mottram-en-Longdendale, in the county of Chester.

A conduit or main pipe to commence by a junction with the conduit or main pipe of the Corporation first described in and authorised by "The Manchester Corporation Waterworks Act, 1863," at a point on the Manchester and Saltersbrook turnpike road, near Saint Ann's Wells, and to terminate in the Gorton Upper Reservoir of the Corporation, all within the township and parish of Ashton-under-Lyne, in the county of Lancaster.

A conduit or main pipe to commence in the reservoir of the Corporation now in course of construction at Prestwich Hills, and to terminate in the watercourse in Prestwich Clough, 110 yards, or thereabouts, north-west of the house now in course of erection by Thomas Hope Green Berrey, all in the township of Prestwich and parish of Prestwich-cum-Oldham, in the county of Lancaster.

A conduit or main pipe to commence by a junction with the conduit or main pipe of the Corporation first described in and authorised by "The Manchester Corporation Waterworks Act, 1863," where it crosses

Great Norbury-street, in the township of Hyde, in the parish of Stockport, in the county of Chester, and to terminate by a junction with the same conduit or main pipe, at a point in Two Trees-lane, opposite the Clarke's Arms public-house, in the township of Haughton, in the parish of Manchester, in the county of Lancaster.

All necessary embankments, tanks, pipes, pumps, junctions, valves, works, apparatus, and conveniences connected with the said intended works, or some of them.

And the intended Act will authorise and empower the Corporation to abandon the construction of that portion of the main pipe or conduit first described in and authorised by "The Manchester Corporation Waterworks Act, 1863," which would be situate between Great Norbury-street aforesaid and the point in Two Trees-lane aforesaid, at which the intended conduit or main pipe lastly herein described will join the same.

And the intended Act will also empower the Corporation to acquire by compulsion or otherwise lands, houses, and hereditaments or easements in lands for the purposes of the intended Act, and also all or some of the waters of the River Etherow which now flow directly or derivatively into the River Mersey, and into a certain navigation called the Mersey and Irwell Navigation, and will vary or extinguish all existing rights or privileges in relation to the said lands, houses, hereditaments, and waters which would in any manner impede or interfere with the objects and purposes of the intended Act, and will grant other rights and privileges.

And the intended Act will also empower the Corporation to levy tolls, rates, rents, or charges for the water supplied by them, and to alter the rates, rents, or charges now payable to the Corporation, and to grant exemptions from the payment of all or any of such rates, rents, or charges, and will provide for assessing the occupiers or tenants of premises now liable to be rated to the public water rate in the said city to a prescribed portion of such rate, and will make other provisions in reference to such rate, and the mode of fixing and assessing the amount thereof.

And provision will also be made in the intended Act for more clearly defining the purposes for which water for domestic supply shall be afforded, for the better recovery of water rates, whether public or domestic, and water rentals, and also for the prevention of the fraudulent use of the water of the Corporation, and the wilful or negligent waste thereof.

And the said intended Act will also empower the Corporation to raise a further sum of money on the credit of all or any of the rates or rents now or hereafter receivable by them in respect of the supply of water by them, and of all or any other rates, tolls, funds, or property of the Corporation.

And the said intended Act will also alter, extend, or enlarge, all, or some of the provisions of the several Acts following, or some of them, relating to the Manchester Corporation Water Works (that is to say):—Local and personal, 10 and 11 Vict., cap. 203; 11 and 12 Vict., cap. 101; 14 and 15 Vict., cap. 79; 17 Vict., cap. 38; 21 and 22 Vict., cap. 87; 23 Vict., cap. 93; and 26 and 27 Vict., cap. 68.

And notice is hereby further given, that on or before the 30th day of November, 1864, duplicate plans and sections of the said intended works, and plans showing the lands proposed to be acquired under the said intended Act, 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 Lancaster, at his office in Preston; with the Clerk of the Peace for the county of Chester, at his office

in Chester; and with the Clerk of the Peace for the county of Derby, at his office in Derby; and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes within which the said intended works will be made, or the said lands are situate, will, together with a copy of this Notice, be deposited with the parish clerk of each such parish at his place of abode, and on or before the 23rd day of December, 1864, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1864.

Joseph Heron, Town Clerk.

The Wiltshire Railway.

(Incorporation of Company; Construction of Railways in Wiltshire and Gloucestershire; Running powers over parts of London and South-Western and East Gloucestershire Railways; Facilities over the Railways of; Agreements with and other provisions affecting the Great Western, the London and South-Western, the Midland, the Berks and Hants, and the East Gloucestershire Railway Companies; Alteration of Tolls; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company (hereinafter called "The Company"), and to confer upon the Company all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them (that is to say):—

To make and maintain the railways hereinafter mentioned, or some of them, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works (that is to say):

1st. A railway (No. 1) commencing in the parish of Idmiston, in the county of Wilts, by a junction with the London and South-Western Railway, at a point thereon distant 15 yards or thereabouts from and to the eastward of an occupation bridge over that railway, which bridge is 220 yards, or thereabouts, from and to the eastward of the platform of the Porton station of the same railway, and terminating in the parish of Pewsey, in the county of Wilts, at a point in a field numbered 356 on the tithe commutation map of the said parish of Pewsey, and lying to the south of the Berks and Hants Railway, and which point will be 260 yards, or thereabouts, to the south of a point upon the last-mentioned railway, distant 730 yards, or thereabouts, from and to the west of the platform of the Pewsey station, which said intended railway No. 1 will be made or pass from, or through, or into the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Porton, Idmiston, East Boscombe, Allington, Winterbourn Gunner, Amesbury, Bulford, Durrington, Milton, Milston, Milston and Brimmerstone, Figheldean, Nether Avon, Fiddleton, Haxton, Enford, Upavon, East Chisenbury, Chisenbury de la Folly, Rushall, Charlton, Wivelsford, North Newton and Hilcot, Newington, Manningford Bruce, Manningford Abbots, Woodborough, Wilcot, Pewsey, Alton Priors, Alton Barnes, Manningford Bohun, and Beechingstoke or Beaching Stoke, all in the county of Wilts.

2ndly. A railway (No. 2) commencing in the parish of Pewsey aforesaid, by a junction with the intended railway (No. 1), at its intended termination as above described, and terminating in the parish of Stanton Fitz Warren, in the county of Wilts, at a point in a field belonging to and occupied by Henry Tuckey, bounded on the north by

the Great Western Railway, on the south by a public road leading from the town of Swindon, in Wiltshire, to Shrivenham, in Berkshire, and on the east by a public road which leads from the last mentioned road, past a house occupied by Henry Tuckey, to South Marston in Wiltshire, and is carried over the Great Western Railway by a bridge, which said intended railway No. 2 will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say), Pewsey, Manningford Abbots, Manningford Bruce, Manningford Bohun, Milton, Milston, Milston and Brimmerstone, Wilcot, Alton, Alton Priors, Hewish, otherwise Huish, Alton Barnes, Fyfield, Overton, East Overton, West Overton, East Kennett, Wooton Rivers, Clatford, Mantou, Presbute, North Savernake, South Savernake, Cadley and Brimslade, St. Peter's Marlborough, St. Mary's Marlborough, Mildenhall, Ogbourn, St. Andrew's Ogbourn, St. George, Draycott Folliatt, Chisledon, Liddington, Wroughton, Wanborough, Swindon, Stratton St. Margaret's, Stanton Fitz Warren, South Marston, Highworth, Rodbourn Chiney, Hinton Parva, otherwise Little Hinton, and Bishopstone, all in the county of Wilts.

3rdly. A railway (No. 3) commencing in the parish of Stanton Fitz Warren aforesaid, by a junction with the intended railway No. 2 at its intended termination as above described, and terminating in the parish of Fairford, in the county of Gloucester, in a field or inclosure numbered 91 in that parish upon the plans deposited in the month of November, 1863, with the Clerk of the Peace of the county of Gloucester, with reference to the application to Parliament for the "East Gloucestershire Railway Act, 1864." Together with a junction there with the railway No. 1, authorized by the last-mentioned Act, which said intended railway (No. 3) will be made or pass from, in, through, or into the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Swindon, Stratton, Saint Margaret, South Marston, Rodbourne Chiney, Little Blunsdon, otherwise Blunsdon Saint Andrew's, Broad Blunsdon, Stanton-Fitzwarren, Sevenhampton, Highworth, Hannington, Water Eaton, Castle Eaton, Kempsford, and Marston Maisey, or Meysey, all in the county of Wilts; Castle Eaton, Kempsford, Whelford, Fairford, and Lechlade, all in the county of Gloucester.

4thly. A railway (No. 4) commencing in the parish of Pewsey, in the county of Wilts, by a junction with the intended railway No. 1 at its intended termination, as above described, and terminating in the same parish at a point distant 20 feet or thereabouts from and to the south of the southernmost rail of the Berks and Hants Railway, and 70 yards or thereabouts to the west of the west end of the goods warehouse at the Pewsey station on that railway, which said intended railway No. 4 will be made or pass from, in, through, or into the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Pewsey, Wilcot, Manningford Abbots, Milton, Milston, Milston and Brimmerstone, all in the county of Wilts.

5thly. A railway (No. 5) commencing in the parish of Upavon, in the county of Wilts, by a junction with the intended railway No. 1, above described, in a field in the occupation of William Chisman, and bounded on the west by a road leading from Upavon on the east side of the river Avon, to Woodbridge, at a point 900 yards or thereabouts, from and to the north of Upavon parish church, and 150 yards or thereabouts, from and to the east of the said road, and terminating in the parish of Beechingstoke, or Beaching Stoke,

in the county of Wilts, upon land of the Berks and Hants Railway Company, at a point distance 20 feet or thereabouts, from and to the south of the southernmost rail on the last-mentioned railway, and 20 yards or thereabouts from and to the eastward of a bridge carrying a road over that railway immediately to the eastward of the Woodborough station on the said railway, which said intended railway (No. 5) will be made or pass from, in, through, or into the parishes, townships, and extra-parochial and other places following, or some of them (that is to say), Upavon, Rushall, Charlton, Wivelsford, Marden, Patney, Beechingstoke or Beaching Stoke, Pewsey, North Newton, and Hilcott, Newington, Hilcot, Manningford Bohun, Manningford Bruce, Manningford Abbots, Woodborough, and Wilcot, all in the county of Wilts.

To deviate laterally from the lines of the intended works, and to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

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

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

To levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the railways, stations, and works hereinafter mentioned belonging to other Companies, and to alter the tolls, rates, and duties which those other Companies respectively are now authorized to take, and to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges. And it is also intended by the said Bill to empower the Company, either by agreement or otherwise, to run over, work, and use with their engines and carriages, and for the purposes of their traffic of every description, so much of the lines of railway, stations, roads, platforms, water, water-engines, sidings, machinery, works, and conveniences of the London and South-Western Railway Company, as lies between the point where the intended railway No. 1 will join the London and South-Western Railway at Salisbury, together with the station at Salisbury; and also so much of the lines of the railway, stations, roads, platforms, water, water-engines, sidings, machinery works, and conveniences of the East Gloucestershire Railway Company, as lies or will lie between the point where the intended railway (No. 3) to be authorized by the Bill, will join the authorized railway of that Company, and any station or stations which that Company may construct in the parish of Fairford aforesaid, together with such station or stations, and the works and conveniences connected with the said several railways or portions of railways respectively, and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before-mentioned portions of railway, and to alter the tolls, rates, and duties now authorized to be taken thereon respectively. And it is also intended by the said Bill to empower the London and South-Western Railway Company, the Great Western Railway Company, the Midland

Railway Company, the East Gloucestershire Railway Company, and the Berks and Hants Railway Company, or any one or more of those Companies, and the Company, to enter into and carry into effect contracts, agreements, and arrangements for, or with reference to the construction, maintenance, working, and using by any or either of the contracting Companies of the railways and works of the other or others of them, or any part thereof; and with reference to the regulation, management, and transmission of the traffic thereon, the supply and maintenance of engines, stock, and plant, the fixing collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants.

To incorporate with the intended Act the necessary provisions of all or some of the following Acts, viz.:—"The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Land Clauses Consolidation Acts Amendment Act, 1860," "The Railway Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

And the Bill will make effectual provision for the forwarding, interchange, and delivery of traffic coming from or destined for the railways, or any of the railways to be authorized by the Bill, to, from, at, and over the railways and stations of the said several Companies hereinbefore mentioned respectively, or any of them, or any part or parts thereof. And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several Acts of Parliament following (that is to say):—4 and 5 William 4, cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 89; 7 and 8 Vic., caps. 5, 63 and 86; 8 and 9 Vic., caps. 86, 88, 94, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 George 3, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 122, 177, and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 16, 24, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 124, 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; 27 and 28 Vic., caps. 87, 166, 174, and 227, relating to the London and South Western Railway Company; 5 and 6 William 4, cap. 107; 6 William 4, caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., (Session 2), cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 131, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 308, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10 and 11 Vic., caps. 60, 72, 76, 80, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and

13 Vic., caps. 55 and 85; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, 215, 222, and 227; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Vic., caps. 111, 126, and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Vic., caps. 90, 123, 126, 139, 142, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 17, 22, 40, 46, 59, 64, 76, 84, 105, 120, 134, and 138; 23 Vic., cap. 76; 23 and 24 Vic., caps. 69, 72, 76, 81, 82, 94, 127, and 128; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Vic., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167; 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26 and 27 Vic., caps. 113, 127, 151, 172, 198, 204, 208, and 227; 27 and 28 Vic., caps. 176 and 306; and 1 and 2 George 4, cap. 63; 6 George 4, cap. 168; 3 William 4, cap. 70; 7 George 4, cap. 53; 33 George 3, cap. 112; 35 George 3, cap. 72; 39 George 3, cap. 60; 49 George 3, cap. 42; 55 George 3, cap. 30; 57 George 3, cap. 15; and 1 and 2 George 4, cap. 61, relating to the Great Western Railway Company, and 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps. 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 82, 182, and 183; and 27 and 28 Vic., caps. 19, 164, 221, 230, 231, and 245, relating to the Midland Railway Company; 8 and 9 Vic., 40; 9 and 10 Vic., cap. 14; 11 and 12 Vic., cap. 74; 17 and 18 Vic., cap. 202, relating to the Berks and Hants Railway Company; and 25 and 26 Vic., cap. 206; and 27 and 28 Vic., cap. 285, relating to the East Gloucestershire Railway Company.

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

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

Dated this 8th day of November, 1864.

Hodding, Townsend, and Company,
Solicitors, 3, Princes-street, West-
minster, S.W.

Dorington and Company, Parliamentary
Agents, 6, Parliament Street, West-
minster, S.W.

Ross and Forest of Dean Railway.

(Incorporation of Company; Construction of Railways; Power to lay down narrow gauge on the Forest of Dean Central Railway, and to use same; Agreements with Great Western, and Forest of Dean Central, and the Worcester, Dean Forest, and Monmouth Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to incorporate a Company (hereinafter called "The Company") for making and maintaining a railway, with all proper stations, sidings, approaches, works, and conveniences connected therewith; commencing in the parish of Lea, in the county of Hereford, by a junction with the Hereford, Ross, and Gloucester Line, of the Great Western Railway, at or near the Mitcheldean-road Station on that line, and at a point at or near the booking office of the said station; thence passing to and forming a junction with the authorized line of the Worcester, Dean Forest, and Monmouth Railway, at or near a point near the Winning Pitts, in the township of East Dean, in the county of Gloucester; thence proceeding to the Forest of Dean Central Railway, and terminating by a junction with that railway, on the newly-erected bridge which carries that railway over the road forming the western boundary of the Stapledge enclosure, in the township of West Dean, in the county of Gloucester; which said railway is intended to pass in, from, through, or into the several townships, parishes, extra-parochial, or other places, of Lea, Lea Lower, Lea Upper, Weston-under-Penyard, and Hope Mansell, or some of them, in the county of Hereford; and Lea, Lea Lower, Lea Upper, Weston-under-Penyard, Lea Hamlet, Lea Bailey, Newland, Ruardean, East Dean, and West Dean, or some of them, in the county of Gloucester.

And it is intended by such Act to confer the following powers on the Company, viz. :—

To purchase by compulsion or agreement, lands, houses, and other property, for the purposes of the intended Act; to vary, repeal, or extinguish, all existing rights and privileges in any manner connected with such lands, houses, and property which would interfere with the construction, maintenance, or use of the said proposed railway and works; and to confer other rights and privileges.

To cross, stop up, alter, or divert, temporarily or permanently, all turnpike and other roads, streets, railways, tramways, aqueducts, canals, rivers, streams, sewers, drains, and pipes within or adjoining the aforesaid parishes and places with which it may be necessary to interfere in the construction and use of the said intended railways and works.

To levy tolls, rates, and duties, for or in respect of the use of the proposed railway and works; to vary existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties; and also to raise money

by the creation of shares, by borrowing on mortgage or otherwise.

To lay down rails adapted to the broad as well as to the narrow gauge, or to one of such gauges, on the proposed new railway and works.

To lay down and maintain additional rails in, upon, and over the Forest of Dean Central Railway, and in, upon, and over the terminal and other stations, sidings, works, and conveniences connected therewith, so as to adapt the same to the passage of and user by rolling stock, on the narrow gauge as well as on the broad gauge.

And by the intended Act it is also proposed :

To empower the Company, and all companies and persons working, or using their railway, or any part thereof, to run over, work, and use by and with their officers and servants, engines, carriages, and waggons and for the purposes of traffic of every description, the Hereford, Ross, and Gloucester, the Forest of Dean Central, and the Worcester, Dean Forest, and Monmouth Railways respectively, with the terminal and other stations, sidings, hydraulic apparatus, cranes, hoists, machinery, works, and conveniences connected therewith, and to require the Great Western Railway Company, the Forest of Dean Central Railway Company, and the Worcester, Dean Forest, and Monmouth Railway Company, respectively, to afford all necessary facilities to the Company for the aforesaid purposes, at mileage rates, or on such other terms and conditions as, in default of agreement, may be defined by the intended Act, or determined by the Board of Trade or by arbitration.

To empower the Great Western Railway Company to run over, work, and use, by and with their officers and servants, engines, carriages, and waggons for the purposes of traffic of every description, the said proposed railway of the Company, and the Forest of Dean Central Railway, and the stations, sidings, works, and conveniences connected therewith respectively; and to require the Company and the Forest of Dean Central Railway Company respectively to afford all necessary facilities to the Great Western Railway Company for that purpose, at mileage rates, or on such other terms and conditions as, in default of agreement, may be defined by the intended Act, or determined by the Board of Trade or by arbitration.

To authorize and give effect to contracts and arrangements between the Company and the Great Western Railway Company, the Forest of Dean Central Railway Company, and the Worcester, Dean Forest, and Monmouth Railway Company, and their lessees, for or with reference to all or any of the objects aforesaid, the management, maintenance, working, and use of the whole or any part of the proposed railway of the Company, and the Hereford, Ross, and Gloucester Railway, the Forest of Dean Central Railway, and the Worcester, Dean Forest, and Monmouth Railway, respectively, and the stations, sidings, hydraulic apparatus, cranes, hoists, machinery, works, and conveniences connected with such railways and portions of railways respectively; the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from the aforesaid railways respectively, and the contributions, payments, and allowances to be made and allowed by any or either of the said Companies to the other or others of them, for, with reference to, or on account of, all or any of the objects of the intended Act, or any of such contracts or arrangements and the application thereof; the services, facilities, and accommodation to be

afforded, made, and provided by all or any of the said Companies, to or for the benefit of all, or one, or more of them, and any matters incidental to or connected with objects and purposes aforesaid.

To authorize the before-mentioned Companies, or any or either of them, to levy tolls, rates, and duties upon and in respect of the said railways, and portion of railways, which, under the Act, or any such contract or arrangement they respectively may run over, work, or use, and to alter the tolls, rates, and duties which the said Companies respectively are now, or may hereafter be authorized to levy upon, or in respect of the railways belonging or leased to, or worked by them, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To enable the said Companies respectively to apply their corporate funds for any of the purposes aforesaid, and of any such contracts or arrangements, and to vary or extinguish all rights and privileges which would interfere with the objects of the intended Act, or of any such contract or arrangement, and to confer other rights and privileges.

And it is proposed, so far as may be necessary, for all or any of the purposes of the intended Act, to alter, amend, extend, vary, and enlarge, or repeal all or some of the powers and provisions of the several Acts of Parliament following, or some of them, viz.:—the Act (local) 14 and 15 Vict., cap. 40, relating to the Hereford, Ross, and Gloucester Railway Company; 9 and 10 Vict., cap. 240, relating to the Gloucester and Dean Forest Railway Company; 19 and 20 Vict., cap. 100, relating to the Forest of Dean Central Railway Company; 26 and 27 Vict., cap. 185, relating to the Worcester, Dean Forest, and Monmouth Railway Company; 8 and 9 Vict., cap. 190, relating to the South Wales Railway Company; 49 Geo. 3, cap. 159, relating to the Severn and Wye Railway Company; 5 and 6 Wm. 4, cap. 107; and 26 and 27 Vict., cap. 113 and 198; and of all other Acts relating to the Great Western Railway Company, and all other Acts relating to the said Companies, or any of them.

And it is also proposed to incorporate in the said Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

Maps, plans, and sections of the intended railways and works, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th of November in the present year, with the Clerk of the Peace for the county of Hereford, at his office in the city of Hereford, and with the Clerk of the Peace for the county of Gloucester, at his office in the city of Gloucester; and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railway and works will be made, together with a copy of the said Gazette notice, will be deposited, on or before the 30th day of November in the present year, with the parish clerk of each such parish, at his residence; and as regards the said places called Lea Hamlet and Lea Bailey, with the parish clerk of the parish of Newland, in which parish the same are respectively situated; and on or before the same day, a copy of so much of the said plans, sections, and books of reference as

relates to the township of East Dean, with a copy of this notice, will be deposited with the parish clerk of the adjoining parish of Newnham, at his residence, and at the Speech House, in the Forest of Dean; and that, on or before the same day, a copy of so much of the said plans, sections, and books of reference as relates to the township of West Dean, with a copy of this notice, will be deposited with the parish clerk of the adjoining parish of Newland, at his residence, and at the Speech House aforesaid.

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 10th day of November, 1864.

Henry Minett, Ross, } Solicitors.
J. K. Smith, Newham, }
William Bell, 26, Duke-street; Westminster, Parliamentary Agent.

West Hartlepool Harbour and Railway, and Cleveland and North-Eastern Railways.

(Amalgamation; Arrangements as to Capital and amongst Shareholders; New Branches; Abandonment of parts of Railway; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application will be made to Parliament in the next Session for an Act for the amalgamation and consolidation, from and after such period, and upon such terms, stipulations, and conditions as may have been or may hereafter be agreed upon, or as may be fixed or determined in and by, or under the provisions of the said intended Act, of the West Hartlepool Harbour and Railway Company, and the Cleveland Railway Company, or either of them, and their or either of their undertakings with and into the North-Eastern Railway Company (hereinafter called "the Company"), and its undertaking, so that the undertakings, property, estate, and effects, rights, powers, and privileges, of what nature or kind soever, and whether with reference to the separate undertakings of the said Companies respectively or to the undertakings of any other Company, body, or persons, or to undertakings in which the said Companies respectively may have only a partial interest, and whether with reference to the purchase of lands and houses, construction of works, levying of tolls, rates, and duties, or otherwise, vested in and belonging to or exercisable and enjoyed by the said Companies severally or jointly at the time of the said amalgamation, may be vested in, and belong to, and be exercised and enjoyed by, the Company, as such one united and consolidated Company.

And the said Act will provide for the dissolution of the West Hartlepool Harbour and Railway Company, and the Cleveland Railway Company, or either of them, and for the incorporation of the shareholders therein with the Company and its shareholders, and for the appointment of directors, and for regulating, fixing, and enlarging the capital stock and borrowing powers of the Company, and the rights, privileges, preferences, and priorities of the shareholders in the said Companies respectively, and of the different classes of such shareholders as amongst each other, in the capital stock of the Company, and for the fulfilment and discharge by the Company of all or some of the contracts, agreements, or arrangements entered into, and liabilities incurred by, the said Companies jointly or severally, or otherwise howsoever, and capable of taking effect or being enforced at the period of such union and amalgamation.

And the said Act will also provide for or contain provisions varying or affecting the mortgage and

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

And the said intended Act will also contain provisions to enable the Company to run over and use, with their engines and carriages and otherwise, the whole or any part of the railways and undertaking of the Cleveland Railway Company, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or settled by arbitration, or defined by the said intended Act; and also to enable the Company and the Cleveland Railway Company to enter into agreements as to interchange and transmission of traffic, and the working, management, maintenance, and use of the whole or any part of their respective undertakings, and the conduct of traffic thereon, and otherwise in reference thereto.

And it is also proposed by the said intended Act to confirm any agreement already made, or which, prior to the passing of the said intended Act, may be made between the said Companies, or between any two of them, or between the said Companies, or any or either of them, and any other Company or Companies, person or persons, in relation to the undertakings of the said three Companies, or any or either of them, and the traffic thereof, or any other matters connected therewith.

And the said Act will also contain powers to enable the Company to make and maintain the railways following, with all proper stations, works, conveniences, and approaches connected therewith (that is to say):—

First.—A railway commencing in the township and parish of Marske, in the North Riding of the county of York, by a junction with the Saltburn branch of the North-Eastern Railway, at a point about 613 yards east of the point of junction with that branch of the Hob Hill Branch Railway, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Marske, Skelton, Kilton, Brotton, and Skelton-cum-Brotton, all in the said North Riding, and terminating in the township of Kilton and parish of Skelton, otherwise Skelton-cum-Brotton, in the said North Riding, by a junction with the Cleveland Railway, at a point about 506 yards south of and measured from the centre of the bridge carrying that railway over the public road leading from Skelton to Brotton.

Secondly.—A railway commencing in the township of Skelton and parish of Skelton, otherwise Skelton-cum-Brotton, in the said North Riding, by a junction with the first proposed railway in a field called Backstonedale, belonging to John Thomas Wharton, Esq., and in the occupation of Robert Wilkinson, at a point about 200 yards north (measuring from the centre) of the public road leading from Skelton to Brotton, and terminating in the said township of Skelton and parish of Skelton, otherwise Skelton-cum-Brotton, by a junction with the Cleveland Railway at or near the

bridge by which the road leading from Lingdale Howl-road to Priestcrofts is carried over the Cleveland Railway; which said secondly proposed railway will be wholly situate in the said township of Skelton and parish of Skelton, otherwise Skelton-cum-Brotton.

Thirdly.—A railway commencing in the said township of Brotton, and parish of Skelton, otherwise Skelton-cum-Brotton, by a junction with the Cleveland Railway, at a point about 330 yards east of the point where that railway crosses Carlin Gill, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Skelton, Brotton, Skelton-cum-Brotton, Skinninggrove, Kilton, Easington, Liverton, and Easington-cum-Liverton, all in the said North Riding, and terminating in the township of Liverton, and parish of Easington, otherwise Easington-cum-Liverton, in the said North Riding, in a field called Toadhole, adjoining Waytail Beck, and belonging to the Viscount Downe, and in the occupation of Robert Petch, at or near the eastern fence of that field, and at a point about 95 yards south of the junction of Waytail Beck with White Cliff Beck.

Fourthly.—A railway commencing in the township of Kilton, and parish of Skelton, otherwise Skelton-cum-Brotton, in the said North Riding, by a junction with the said thirdly proposed railway, on the south side of the public road called Mill Bank, leading from Brotton to Lofthouse, at a point about 210 yards, measured in a westerly direction, from the west end of the dwelling-house at Kilton Mill, and terminating in the said township of Kilton, and parish of Skelton, otherwise Skelton-cum-Brotton, in a plantation called Patten Bank, belonging to and in the occupation of John Thomas Wharton, at a point about 121 yards south of the north fence of that plantation, and about 240 yards, measured in a south-westerly direction, from the junction of White Cliff Beck with Kilton Beck, near Turnspit Ford; which said fourthly proposed railway will be wholly situate in the said township of Kilton, and parish of Skelton, otherwise Skelton-cum-Brotton.

Fifthly.—A railway commencing in the said township of Kilton, and parish of Skelton, otherwise Skelton-cum-Brotton, by a junction with the said fourthly proposed railway at a point about 37 yards north of the north fence of the said plantation called Patten Bank, and about 165 yards, measured in a westerly direction, from the junction of White Cliff Beck with Kilton Beck, near Turnspit Ford, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Kilton, Skelton, Skelton-cum-Brotton, Skinninggrove, and Lofthouse, all in the said North Riding, and terminating in the township and parish of Lofthouse, in a field called Pearson's Bank, belonging to the Earl of Zetland, and in the occupation of Roger Stonehouse, at a point about 24 yards south of the north fence of that field, and about 45 yards west of the east fence thereof.

Sixthly.—A railway commencing in the township of Skinninggrove and parish of Skelton, otherwise Skelton-cum-Brotton, in the said North Riding, by a junction with the said fifthly proposed railway on the west side of the road leading from Lofthouse to Skinninggrove, and at a point about 88 yards north of a joiner's shop, belonging to Anthony Lax Maynard, and in the occupation of Messrs. Losh, Wilson, and Bell, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Skelton, Skelton-cum-Brotton, Skinninggrove, and Lofthouse

aforesaid, and terminating in the said township and parish of Lofthouse, in a field belonging to the Earl of Zetland, and in the occupation of George Britton and James Richardson, at a point about 30 yards south of the northern fence of that field, and about 100 yards east of the bridal road leading from Kilton Mill to Skinningrove, and about 325 yards, measured in a northerly direction, from Kilton Mill.

And in such intended Act powers will be sought to abandon the construction of the portions of railway hereinafter mentioned, which will be rendered unnecessary by the making of the said proposed railways, or some or one of them, that is to say:—The railway authorised by "The Stockton and Darlington Railway (Works) Act, 1861," and so much of the Cleveland Railway authorised by "The Cleveland Railway Act, 1858," as is situate between the point of commencement of the said thirdly proposed railway in the township of Brotton, and parish of Skelton, otherwise Skelton-cum-Brotton, aforesaid, and the authorised termination of the Cleveland Railway, in the township and parish of Lofthouse aforesaid, and to repeal all or some of the powers, authorities, and obligations conferred or imposed by the said two last above-mentioned Acts, and any other Acts relating thereto, and to enable the Company, or the Cleveland Railway Company, absolutely to sell and dispose to any persons whomsoever of any lands and houses purchased or taken for the said portions of railway so to be abandoned, or not to be made, and which shall not be required for the purposes of the said intended railways.

And in such intended Act powers will be sought to form the proposed junctions, and otherwise interfere with the Cleveland Railway, and the lands and works thereof; and to cross on the level, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, streets, and other roads, rivers, streams, canals, navigations, railways, tram-roads, and other works within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, or interfere with for the purposes of such proposed railways and works, or any of them, and to appropriate the sites thereof respectively to the use of the Company and of their undertaking, and to purchase by compulsion or otherwise, all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands which may be required for the purposes of the said proposed railways and works, or for extraordinary purposes connected therewith, and to alter, vary, or extinguish all existing rights, privileges, and exemptions connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed railways and works, and to confer, vary, or alter other rights, privileges, and exemptions, and also powers to levy tolls, rates, and duties for or in respect of the use of the said proposed railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish such exemptions from the payment of such existing and proposed tolls, rates, and duties, as may be thought expedient.

And it is also proposed by such intended Act to authorise the Company to apply any monies which they have raised, or are authorised to raise, under their other Acts of Parliament, and to raise, by the creation of new shares or stock, and by borrowing, further sums of money for the purposes of the said intended Act, and to authorise the assigning

to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise over or *pari passu* with all or any other classes or class of shares or stock in the Company as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And it is also proposed by the said intended Act to confer further powers upon the Company, for or with reference to the sale of their superfluous lands, and to extend the periods limited by their several Acts, or some of them for that purpose.

And the said intended Act will also contain provisions in reference to the joint and separate capital accounts of the Company, and of the several sections of shareholders thereof, and to sanction the capitalisation of certain allowances or periodical payments to which some of those sections are entitled, or with which their shares of joint revenue, or their separate revenue accounts, are entitled to be periodically credited.

And it is also proposed by the said intended Act to empower the Company and the owners or lessees of, or other persons interested in, any private lines of railway communicating with the North-Eastern Railway, to enter into contracts, agreements, and arrangements in reference to the working and user by the Company of such private lines, and the carriage and conveyance thereon, or thereon and on the North-Eastern Railway, or otherwise, of coals, coke, minerals, and other articles and things, passing to or from or over such private lines, and for the discontinuance of the user of such private lines, either wholly or in part, by the owners thereof, or others using the same.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said proposed railways and works, together with a book of reference to such plans, and a published map whereon will be defined the general course and direction of each of the said proposed lines of railway, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the North Riding of the county of York, at his office at Northallerton, in the said North Riding. And that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said proposed railways and works are intended to be made, and also a copy of this Notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode; and as regards any extra-parochial place, with the clerk of some adjoining parish, at his place of abode.

And it is also proposed by the said intended Act to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say):—15 and 16 Vic., cap. 142; 20 and 21 Vic., cap. 43; 24 and 25 Vic., caps. 244 and 249; and 26 and 27 Vic., cap. 154; and any other Acts relating to, or so much thereof as relates to, the West Hartlepool Harbour and Railway Company; "The Cleveland Railway Act, 1858," "The Cleveland Railway Act, 1861," and "The Cleveland Railway Act, 1863," and any other Acts relating to, or so much thereof as relates to, the Cleveland Railway Company; and 17 Vic. cap. 73; 17 and 18 Vic. caps. 164 and 211; 20 and 21 Vic. caps. 19, 33 and 46; 21 and 22 Vic. cap. 134; 22 and 23 Vic. caps. 10, 91 and 100; 24 and 25 Vic. caps. 63, 135, and 141; 25 and 26 Vic. caps. 85, 120, 145, 146, and 154; 26 and 27

Vic. caps. 122, 221, and 238; 27 Vic. cap. 20; and 27 and 28 Vic. caps. 49, 55, and 67, respectively relating to the Company and its undertaking, and any Acts therein respectively recited or referred to, and any other Acts of Parliament which it may be necessary to repeal, alter, or amend, for the purposes to be authorised by the said intended Act or Bill; and to confer other powers in lieu thereof and in addition thereto.

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

Dated this 10th day of November, 1864.

*Richardson, Gutch, and Co., Solicitors,
York.*

North-Eastern and Cleveland Railways.

(Amalgamation; Arrangements as to Capital and amongst Shareholders; New Branches; Abandonment of Parts of Railway; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application will be made to Parliament in the next session for an Act for the amalgamation and consolidation, from and after such period, and upon such terms, stipulations, and conditions, as may have been or may hereafter be agreed upon, or as may be fixed or determined in and by, or under the provisions of the said intended Act, of the Cleveland Railway Company, and its undertaking with and into the North-Eastern Railway Company (hereinafter called "the Company,") and its undertaking, so that the undertakings, property, estate, and effects, rights, powers, and privileges, of what nature or kind soever, and whether with reference to the separate undertakings of the said two Companies respectively, or to the undertakings of any other company, body, or persons, or to undertakings in which the two Companies respectively may have only a partial interest, and whether with reference to the purchase of lands and houses, construction of works, levying of tolls, rates, and duties, or otherwise, vested in and belonging to or exercisable and enjoyed by the said Companies severally or jointly at the time of the said amalgamation, may be vested in, and belong to, and be exercised and enjoyed by, the Company, as such one united and consolidated Company.

And the said Act will provide for the dissolution of the Cleveland Railway Company, and for the incorporation of the shareholders therein with the Company and its shareholders, and for regulating, fixing, and enlarging the capital stock and borrowing powers of the Company, and the rights, privileges, preferences, and priorities of the shareholders in the said two Companies, and of the different classes of such shareholders as amongst each other, in the capital stock of the Company, and for the fulfilment and discharge by the Company of all or some of the contracts, agreements, or arrangements entered into, and liabilities incurred by, the said two Companies jointly or severally, or otherwise howsoever, and capable of taking effect or being enforced at the period of such union and amalgamation.

And the said Act will also provide for or contain provisions varying or affecting the mortgage and bond or other debts of the said two Companies, and the security of the holders of such mortgages and bonds, and of other creditors; and also provisions altering, varying, or increasing the tolls, rates and duties leviable by the said two Companies, or either of them, in respect of their respective undertakings, and also provisions conferring, varying, or extinguishing exemptions from the payment of such tolls, rates, and duties, and other rights and

privileges, and also for the division and apportionment, or the application and appropriation of the proceeds of the traffic, or part of the traffic, over the railways of the said two Companies, or some parts thereof, between or amongst, or to the respective classes or sections of shareholders in the Company, or in one or both of the said Companies, for the time being representing the shareholders in the said two Companies respectively.

And the said intended Act will also contain provisions to enable the Company to run over and use, with their engines and carriages and otherwise, the whole or any part of the railways and undertaking of the Cleveland Railway Company, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or settled by arbitration, or defined by the said intended Act; and also to enable the said two Companies to enter into agreements as to interchange and transmission of traffic, and the working, management, maintenance, and use of the whole or any part of their respective undertakings, and the conduct of traffic thereon, and otherwise in reference thereto.

And it is also proposed by the said intended Act to confirm any agreement already made, or which, prior to the passing of the said intended Act, may be made between the said two Companies, or between them, or either of them, and any other company or companies, person or persons, in relation to the Cleveland Railway, and the traffic thereof, or any other matters connected therewith.

And the said Act will also contain powers to enable the Company to make and maintain the railways following, with all proper stations, works, conveniences, and approaches connected therewith, that is to say:—

First.—A railway commencing in the township and parish of Marske, in the North Riding of the county of York, by a junction with the Saltburn Branch of the North-Eastern Railway, at a point about 613 yards east of the point of junction with that branch of the Hob Hill Branch Railway, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Marske, Skelton, Kilton, Brotton, and Skelton-cum-Brotton, all in the said North Riding, and terminating in the township of Kilton and parish of Skelton, otherwise Skelton-cum-Brotton, in the said North Riding, by a junction with the Cleveland Railway, at a point about 506 yards south of and measured from the centre of the bridge carrying that railway over the public road leading from Skelton to Brotton.

Secondly.—A railway commencing in the township of Skelton, and parish of Skelton, otherwise Skelton-cum-Brotton, in the said North Riding, by a junction with the first proposed railway, in a field called Backstonedale, belonging to John Thomas Wharton, Esq., and in the occupation of Robert Wilkinson, at a point about 200 yards north (measuring from the centre) of the public road leading from Skelton to Brotton, and terminating in the said township of Skelton and parish of Skelton, otherwise Skelton-cum-Brotton, by a junction with the Cleveland Railway, at or near the bridge by which the road leading from Lingdale Howl-road to Priestcrofts is carried over the Cleveland Railway; which said secondly proposed railway will be wholly situate in the said township of Skelton and parish of Skelton, otherwise Skelton-cum-Brotton.

Thirdly.—A railway commencing in the said township of Brotton, and parish of Skelton, otherwise Skelton-cum-Brotton, by a junction with the Cleveland Railway, at a point about 330 yards east of the point where that railway crosses Carlin Gill, and thence passing from, through, into, and in the

several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Skelton, Brotton, Skelton-cum-Brotton, Skinninggrove, Kilton, Easington, Liverton, and Easington-cum-Liverton, all in the said North Riding, and terminating in the township of Liverton, and parish of Easington, otherwise Easington-cum-Liverton, in the said North Riding, in a field called Toadhole, adjoining Waytail Beck, and belonging to the Viscount Downe, and in the occupation of Robert Petch, at or near the eastern fence of that field, and at a point about 95 yards south of the junction of Waytail Beck with White Cliff Beck.

Fourthly. A railway commencing in the township of Kilton, and parish of Skelton, otherwise Skelton-cum-Brotton, in the said North Riding, by a junction with the said thirdly proposed railway, on the south side of the public road called Mill Bank, leading from Brotton to Lofthouse, at a point about 210 yards, measured in a westerly direction, from the west end of the dwelling-house at Kilton Mill, and terminating in the said township of Kilton, and parish of Skelton, otherwise Skelton-cum-Brotton, in a plantation called Patten Bank, belonging to and in the occupation of John Thomas Wharton at a point about 121 yards south of the north fence of that plantation, and about 240 yards, measured in a south westerly direction, from the junction of White Cliff Beck with Kilton Beck, near Turnspit Ford; which said fourthly proposed railway will be wholly situate in the said township of Kilton, and parish of Skelton, otherwise Skelton-cum-Brotton.

Fifthly.—A railway commencing in the said township of Kilton, and parish of Skelton, otherwise Skelton-cum-Brotton, by a junction with the said fourthly proposed railway at a point about 37 yards north of the north fence of the said plantation, called Patten Bank, and about 165 yards, measured in a westerly direction, from the junction of White Cliff Beck with Kilton Beck, near Turnspit Ford, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Kilton, Skelton, Skelton-cum-Brotton, Skinninggrove, and Lofthouse, all in the said North Riding, and terminating in the township and parish of Lofthouse, in a field called Pearson's Bank, belonging to the Earl of Zetland, and in the occupation of Roger Stonehouse, at a point about 24 yards south of the north fence of that field, and about 45 yards west of the east fence thereof.

Sixthly.—A railway commencing in the township of Skinninggrove, and parish of Skelton, otherwise Skelton-cum-Brotton, in the said North Riding, by a junction with the said fifthly proposed railway on the west side of the road leading from Lofthouse to Skinninggrove, and at a point about 88 yards north of a joiner's shop, belonging to Anthony Lax Maynard, and in the occupation of Messieurs Losh, Wilson, and Bell, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Skelton, Skelton-cum-Brotton, Skinninggrove, and Lofthouse aforesaid, and terminating in the said township and parish of Lofthouse, in a field belonging to the Earl of Zetland, and in the occupation of George Britton and James Richardson, at a point about 30 yards south of the northern fence of that field, and about 100 yards east of the bridge road leading from Kilton Mill to Skinninggrove, and about 325 yards, measured in a northerly direction, from Kilton Mill.

And in such intended Act powers will be sought to abandon the construction of the portions of railway hereinafter mentioned, which will be rendered unnecessary by the making of the said proposed

railways, or some or one of them, that is to say—The railway authorised by "The Stockton and Darlington Railway (Works) Act, 1861," and so much of the Cleveland Railway authorised by "The Cleveland Railway Act, 1858," as is situate between the point of commencement of the said thirdly proposed railway in the township of Brotton and parish of Skelton, otherwise Skelton-cum-Brotton, aforesaid, and the authorised termination of the Cleveland Railway, in the township and parish of Lofthouse aforesaid, and to repeal all or some of the powers, authorities and obligations conferred or imposed by the said two last above-mentioned Acts, and any other Acts relating thereto, and to enable the Company, or the Cleveland Railway Company, absolutely to sell and dispose to any persons whomsoever of any lands and houses purchased or taken for the said portions of railway so to be abandoned, or not to be made, and which shall not be required for the purposes of the said intended railways.

And in such intended Act powers will be sought to form the proposed junctions, and otherwise interfere with the Cleveland Railway and the lands and works thereof; and to cross on the level, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, streets, and other roads, rivers, streams, canals, navigations, railways, tramroads, and other works within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, or interfere with, for the purposes of such proposed railways and works, or any of them, and to appropriate the sites thereof respectively to the use of the Company and of their undertaking, and to purchase, by compulsion or otherwise, all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands which may be required for the purposes of the said proposed railways and works, or for extraordinary purposes connected therewith, and to alter, vary, or extinguish all existing rights, privileges, and exemptions connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance and use of the said proposed railways and works, and to confer, vary, or alter other rights, privileges, and exemptions, and also powers to levy tolls, rates, and duties for or in respect of the use of the said proposed railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish such exemptions from the payment of such existing and proposed tolls, rates, and duties, as may be thought expedient.

And it is also proposed by such intended Act to authorise the Company to apply any monies which they have raised or are authorised to raise under their other Acts of Parliament, and to raise by the creation of new shares or stock, and by borrowing, further sums of money for the purposes of the said intended Act, and to authorise the assigning to all or any of such new shares or stock, such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise, over or *pari passu* with all or any other classes or class of shares or stock in the Company as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And it is also proposed by the said intended Act to confer further powers upon the Company, for or with reference to the sale of their superfluous lands, and to extend the periods limited by their several Acts, or some of them, for that purpose.

And the said intended Act will also contain provisions in reference to the joint and separate capital accounts of the Company, and of the several sections of shareholders thereof, and to sanction the capitalisation of certain allowances or periodical payments, to which some of those sections are entitled, or with which their shares of joint revenue, or their separate revenue accounts, are entitled to be periodically credited.

And it is also proposed by the said intended Act to empower the Company and the owners or lessees of, or other persons interested in, any private lines of railway communicating with the North-Eastern Railway, to enter into contracts, agreements, and arrangements in reference to the working and user by the Company of such private lines, and the carriage and conveyance thereon, or thereon and on the North-Eastern Railway, or otherwise, of coals, coke, minerals, and other articles and things passing to or from or over such private lines, and for the discontinuance of the user of such private lines, either wholly or in part, by the owners thereof, or others using the same.

And notice is hereby further given, that on or before the 30th day of November instant duplicate plans and sections of the said proposed railways and works, together with a book of reference to such plans, and a published map, whereon will be defined the general course and direction of each of the said proposed lines of railway, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton, in the said North Riding. And that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish, or extra-parochial place, in or through which the said proposed railways and works are intended to be made, and also a copy of this Notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and as regards any extra-parochial place with the clerk of some adjoining parish, at his place of abode.

And it is also proposed by the said intended Act to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say: "The Cleveland Railway Act, 1858;" "The Cleveland Railway Act, 1861;" and "The Cleveland Railway Act, 1863;" and any other Acts relating to, or so much thereof as relates to, the Cleveland Railway Company; and 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., cap. 134; 22 and 23 Vic., caps. 10, 91, and 100; 24 and 25 Vic., caps. 63, 135, and 141; 25 and 26 Vic., caps. 85, 120, 145, 146, and 154; 26 and 27 Vic., caps. 122, 221, and 238; 27 Vic., cap. 20; and 27 and 28 Vic., caps. 49, 55, and 67, respectively relating to the Company and its undertaking, and any Acts therein respectively recited or referred to, and any other Acts of Parliament which it may be necessary to repeal, alter, or amend, for the purposes to be authorised by the said intended Act or Bill; and to confer other powers in lieu thereof and in addition thereto.

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

Dated this 10th day of November, 1864.

*Richardson, Gutch, and Co., Solicitors,
York.*

Exe Valley Railway.

(Incorporation of Company—Powers to construct Railway between the Exeter and Crediton Railway, near Exeter and Tiverton—Running Powers over the Exeter and Crediton, and Bristol and Exeter Railways—Working Arrangements with the London and South Western, and the Exeter and Crediton, and Bristol and Exeter Railway Companies—Tolls—Amendment of Acts.)

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

To incorporate a company for making and maintaining the railway hereinafter mentioned, together with all necessary and convenient stations, approaches, bridges, roads, communications and other works (that is to say):

A railway commencing in the parish of Newton St. Cyres, in the county of Devon, by a junction with the Exeter and Crediton Railway, at a point on that railway, 200 yards or thereabouts to the east of the post indicating the distance of 1 mile and the half of a mile from the junction of that railway with the Bristol and Exeter Railway, and terminating in the parish of Tiverton, in the said county of Devon, in and on the south side of the turnpike road leading from Tiverton to the place known as Seven Crosses, at a point distant six chains or thereabouts, measured along that road to the eastward of a turnpike-gate called Cottrey House-gate, on that turnpike road, which said intended railway will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say): Newton St. Cyres, Huxham, Rewe, Stoke Canon, Upexe, Netherexe, Shubbrook, Upton Heliions, Upton P. ne, Brampford Speke, Stockleigh Pomeroy, Thorverton, Silverton, Cheriton Fitzpaine, Stockleigh English, Cadbury, Cadleigh, Halberton, Butterleigh Bickleigh, Tiverton, St. Paul's, Westexe, Tiverton, all in the county of Devon.

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

To deviate laterally from the line of the intended works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

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

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

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

And it is also intended by the said Bill to empower the company and all companies and persons

working or using the intended railway or any part thereof, to run over, work, and use, either by agreement or otherwise, with their engines and carriages, and for the purposes of their traffic of every description, so much of the lines of railway, stations, roads, platforms, water, water-engines, sidings, machinery, works, and conveniences of the Exeter and Crediton Railway Company, and Bristol and Exeter Railway Company respectively, as lies between the point where the said intended railway will join the Exeter and Crediton Railway, and the St. David's station at Exeter of the Bristol and Exeter Railway, together with that station, and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over such portions of the Exeter and Crediton and Bristol and Exeter Railways, and to alter the tolls, rates, and charges now authorised to be taken thereon respectively, and to confer exemptions from such tolls, rates, and charges.

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

And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several local and personal Acts of Parliament following, that is to say,—4 and 5 William IV., cap. 88; 1 Victoria, cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III., cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., caps. 99 and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 122, 177, and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 24, 72, 121, and 136; 21 and 22 Vict., caps. 56, 58, 67, 89, and 101; 22 and 23 Vict., caps. 3, 31, 44, 81, 95, and 134; 23 and 24 Vict., caps. 92, 103, 124, 153, and 185; 24 and 25 Vict., caps. 111, 220, and 234; 25 and 26 Vict., caps. 42, 71, 78, 143, 152, 165, and 227; 26 and 27 Vict., caps. 90, 109, 192, and 208; and 27 and 28 Vict., caps. 87, 166, 174, and 227, relating to the London and South Western Railway Company; 6th William IV., cap. 86; 1 and 2 Vict., cap. 28; 3 Vict., cap. 47; 4 and 5 Vict., cap. 41; 8 and 9 Vict., cap. 155; 9 and 10 Vict., cap. 181; 11 and 12 Vict., caps. 28, 77, 82, and 95; 14 and 15 Vict., cap. 22; 15 and 16 Vict., cap. 9; 18 and 19 Vict., cap. 6; 20 Vict., cap. 1; 23 and 24 Vict., caps. 92 and 124; 24 and 25 Vict., cap. 243; 25 Vict., cap. 21; 25 and 26 Vict., caps. 111, 128; and 26 and 27 Vict., caps. 60 and 107; and 27 and 28 Vict., cap. 184, relating to the Bristol and Exeter Railway Company; 8 and 9 Vict., cap. 88; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 22; 18 and 19 Vict., cap. 63; and

23 and 24 Vict., cap. 103, relating to the Exeter and Crediton Railway Company.

And notice is hereby also given, that plans and sections of the proposed railway and works, with a book of reference to such plans, and a published map with the line of the proposed railway delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office, at Exeter, in the same county, and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in and through which the said railway and works, or any part of them, are or is intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk thereof at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence; and printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 9th day of November, 1864.

Hodding, Townsend, and Co.,
3, Princes Street, West-
minster,
Dunsford and Hole, Tiverton, } Solicitors
for the Bill.

In Parliament, Session 1865.

Watling Street-road, Wellington District.
(Continuation of Term; Repeal or Amendment of Act; Alteration of Tolls and Rates; Further Powers.)

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 Wellington District of the Watling-street-road, in the county of Salop, (hereinafter called "The Trustees") for leave to bring in a Bill to alter, amend, extend, and enlarge the powers and provisions, or some of the powers and provisions of an Act of Parliament passed in the third year of the reign of His late Majesty King William the Fourth, intituled, "An Act for Improving the Shrewsbury District and the Wellington District of the Watling-street-road, in the county of Salop," and to continue and extend, with reference solely and exclusively to the roads comprised in the said Wellington District, or some of such roads, the term granted by the said Act, or to repeal, and re-enact the said Act, either wholly or in part, and to create a further term and make further or other provisions in lieu thereof, with reference solely to the said roads, in the said Wellington District of the Watling-street-road aforesaid (being the roads now under the superintendence and control of the trustees the applicants for the said Bill) some or one of them or some part or parts thereof.

And power will be taken in the said Bill to enable the Trustees to repair and maintain the said roads, or any portions thereof; to continue or alter the tolls, rates, and duties granted by the said Act; to levy new tolls, rates and duties; to alter and regulate the application of the money arising from such tolls, rates and duties; to confer, vary or extinguish exemptions from payment of tolls, rates and duties; to alter the application of such tolls, rates and duties; and, if thought expedient, and so required by Parliament, to pay off, compound for, reduce, vary, or extinguish, or make

other arrangements for payment of any debts now or hereafter to become due by the trustees; to impose and vary penalties and restrictions on or in respect of acts and offences committed on or near the said roads; and to confer, vary and extinguish other rights and privileges.

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

Dated this 10th day of November, 1864.

George Marcy, Wellington, Salop, Clerk to Trustees;

Church, Prior and Bigg, 38, Southampton-buildings, London, Solicitors.

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

Liverpool Gunpowder Regulation, &c., Act, for Preventing Accidents from Gunpowder within the borough of Liverpool and the neighbourhood thereof, and on the River Mersey.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by the Mayor, Aldermen, and Burgesses of the borough of Liverpool, for an Act for making regulations with respect to the mooring, control, and management of vessels on the River Mersey, laden, in part or in whole, with gunpowder or other explosive materials, and with respect to the storage, keeping, loading, and unloading, conveyance, and carriage of the like articles within the borough of Liverpool, and the neighbourhood thereof, and on the River Mersey, and for imposing penalties on persons offending against the provisions of the intended Act.

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

Dated this 11th day of November, 1864.

Wm. Shuttleworth,

Town Clerk of the borough of Liverpool.

Hull and Beverley Turnpike Roads Act Continuance.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for continuing the term, and for altering, amending, and enlarging, or if need be, repealing the powers and provisions of an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for maintaining the Roads from the town of Kingston-upon-Hull to the town of Beverley, in the East Riding of the county of York, and from Newland Bridge to the West End of the Town of Cottingham, in the same Riding."

And it is proposed by the said intended Act to take powers to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and to provide for the settlement, reduction, discharge, or extinguishment of the mortgage or other debts of the Trustees, or some of them, and the interest thereon, and other matters usual in Bills of the like description.

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

Dated the twelfth day of November, one thousand eight hundred and sixty-four.

Arthur Levett, Solicitor for the Bill.

Beverley, Hessle, and North Cave, Turnpike Roads Act Continuance.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for continuing the term and for altering, amending, and enlarging, or if need be repealing the powers and provisions of an Act passed in the second year of the reign of His late Majesty King William IV., intituled "An Act for maintaining certain roads in the neighbourhood of the towns of Beverley, of Kingston-upon-Hull, and of North Cave, called 'The Beverley, Hessle, and North Cave Turnpike Roads.'"

And it is proposed by the said intended Act to take powers to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls; rates, and duties, and to provide for the settlement, reduction, discharge, or extinguishment of the mortgage, or other debts of the trustees, or some of them, and the interest thereon, and other matters usual in Bills of the like description.

And notice is also 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 the twelfth day of November, one thousand eight hundred and sixty-four.

Arthur Levett, Solicitor for the Bill.

In Parliament—Session 1865.

The Contract Corporation (Limited).

APPPLICATION is intended to be made to Parliament in the ensuing Session thereof for leave to bring in a Bill for the following among other purposes:—

To vary the memorandum of association and articles of association of the corporation, and especially to alter and reduce the nominal value or amount of the shares in the Corporation, and to distribute accordingly among the shares to be created under the powers of the Bill by the subdivision of the existing shares the sums already paid upon such existing shares of the corporation.

And the Bill will accordingly vary the rights, powers, and privileges of the existing members of the Corporation, and of all parties who may be affected by the arrangement aforesaid.

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

Dated this 9th day of November, 1864.

Edwards and Co., Westminster, Solicitors for the Bill.

Lymington River Improvement and Land Reclamation.

(Improvement of Lymington River; Reclamation of Land; Execution of Works; Amendment of Act.)

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

To widen, deepen, straighten, and otherwise alter and improve the bed or channel of the Lymington River between the mouth of the said river and a point on the eastern bank of the said river, at or immediately opposite a piece of land in the parish of Boldre, belonging to and in the occupation of Joseph Weld, Esquire, and numbered 1,275 on the Tithe Commutation Map for the said parish.

To authorise the construction of an embankment, with all other works necessary for the reclamation of land from the bed and shore of the Solent Sea and from the bed and shore of the said Lymington River, the said embankment to commence at the said point on the eastern bank of the said Lymington River hereinbefore described as at or immediately opposite a piece of land in the parish of Boldre belonging to and in the occupation of Joseph Weld, Esquire, and numbered 1,275 on the Tithe Commutation Map for the said parish, and passing from thence in a south-easterly direction to a point in the Solent Sea ten chains or thereabouts eastward from the beacon known as "Jack in the Basket," and from thence in a north-easterly direction (along the shore of the Solent Sea) to a point known as Pitts Deep Lake, and from thence in a northerly direction to and to terminate on the mainland at or near to a point known as the Pitts Deep Coast Guard Station. The whole of the said works will be situate within the parish of Boldre and county of Southampton; and for the purpose of the said works it is intended by the said Bill to give powers to alter, vary, divert, and stop up, either temporarily or permanently, drains, sluices, waters, watercourses, cuts, creeks, channels, rivers, streams, banks, ways, roads, paths and passages.

And it is further intended by the said Bill to give powers for the compulsory purchase of lands and hereditaments, and to vest in the Company or undertakers hereinafter mentioned the lands and hereditaments to be acquired, and to vary or extinguish all rights and privileges whatsoever in or affecting such lands and hereditaments, or in or affecting other lands adjoining or near thereto; to authorise the sale or lease of any lands so to be acquired, Also to levy tolls, rates, and duties for the purposes of the said Bill, and to raise money by the issuing of shares, or by borrowing upon the credit of such tolls, rates, and duties, or upon the credit of the lands so to be acquired as aforesaid, or by such other means as shall be specified in the said Bill, and to confer, vary, or extinguish other rights and privileges.

And notice is hereby further given, that in the said Bill provision is intended to be made for authorising the Lymington Harbour and Docks Company, or a Company to be incorporated by the said Bill, or certain undertakers to be mentioned in the said Bill, to carry the said works into execution, with all usual and necessary powers and privileges for giving effect to the same, and for enabling either of such last-mentioned Companies or undertakers to enter into and carry out any arrangements that may be necessary with the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, or any other department of Her Majesty's Government, in regard to the rights of the Crown in and over the lands so proposed to be reclaimed as aforesaid. And it is also intended to incorporate in the said Bill all or some of the provisions of "The Lands Clauses Consolidation Act, 1845;" "The Companies Clauses Consolidation Act, 1845;" "The Railways Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Companies Clauses Act, 1863;" and to alter, amend, enlarge, or repeal all or some of the provisions of "The Lymington Harbour and Docks Act, 1864."

And notice is hereby further given that on or before the 30th day of November instant duplicate plans and sections describing the situation, lines, and levels of the works proposed to be authorised by the said Bill, together with a book of reference thereto containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and a copy of this Notice as

published in the London Gazette, will be deposited at the office of the Clerk of the Peace of the county of Southampton at his office at Winchester, and that on or before the said 30th day of November instant a copy of the said plans, sections, and book of reference will be deposited with the parish clerk of the said parish of Boldre.

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

Dated this 8th day of November, 1864.

Marchant and Pead, 30, Great George-street, Westminster.

In Parliament.—Session 1865.

Gravesend Railway and Landing Stage.
(Incorporation of Company for making Railway from North Kent Railway to the Thames below Gravesend, and constructing Landing Stage; Powers to South-Eastern Railway Company.)

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

To incorporate a Company (herein referred to as "The Company"), and to enable them to make and maintain the railway hereinafter mentioned, with all needful works, stations, approaches, and conveniences connected therewith (that is to say):

A railway commencing by a junction with the North Kent line of the South-Eastern Railway, in the parish of Denton, at or about 5 chains to the eastward of the point where the said North Kent line crosses the road leading to Denton wharf, on the level, passing thence through or into the following parishes and places, or some of them, that is to say, Gravesend, Milton-next-Gravesend, Denton, Chalk, and Shorne, and terminating in the said parish of Chalk, on the south or right bank of the Thames, opposite to Gravesend Marsh, at a point about half a mile westward of Shorne battery.

A landing stage in the river Thames at the termination of the said intended railway, with all necessary inclined planes between the said railway and the said landing stage upon the banks of the said river, and in the current thereof, together with the necessary mooring places, warehouses, works and conveniences connected with the said landing stage.

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

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

To authorise the South Eastern Railway Company to contribute towards the cost of constructing the intended railway, landing-stage and works out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the Bill, by shares or stock, and by loan, and with or without any priority of dividend or interest and other advantages over their existing and author is a capitals, and to enable the South-Eastern Railway Company to hold shares in the capital of the Company, and to guarantee the payment of interest

or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

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

To enable the Company to enter into agreements with the Conservators of the River Thames with respect to the construction, management, and use of the proposed landing stage, and the works in the River Thames, or on the banks thereof, proposed to be authorised by the Bill.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The 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," "The Harbours Docks, and Piers Clauses Act, 1847;" and it will amend and enlarge the powers and provisions of the Act 6 William IV., cap. 75, and of any other Acts relating to the South-Eastern Railway Company, and the several Acts relating to the Thames Conservancy.

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

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

Dated this 9th day of November, 1864.

Edwards and Co., Delahay-street, Westminster, Solicitors for the Bill.

Luton Water.

Incorporation of Company; Construction of Works, and other purposes.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for an Act to incorporate a Company for better supplying with water the town and parish of Luton, in the county of Bedford, and for that purpose to authorize the construction and maintenance of the works following, or some of them, with all necessary approaches, embankments and conveniences, all to be situate in the township and parish of Luton and county of Bedford, that is to say:

1. Wells, steam-engines, pumps and culverts, to be wholly situate in a pasture field belonging to Arthur Blundell, and in the occupation of Thomas Keen, and near to the highway leading from Luton to Hitchin.

2. A reservoir to be wholly situate in an arable field belonging to Mrs. Ann Ellard, and in the occupation of Thomas Brown, and near to and adjoining a certain lane, called "Hart Lane," leading from Crawley Green to the said highway from Luton to Hitchin.

3. An aqueduct or pipe, commencing from and out of the wells and works so described as intended to be situate in the pasture field belonging to Arthur Blundell, and in the occupation of Thomas Keen, and terminating in the hereinbefore described intended reservoir.

4. An aqueduct or pipe commencing from and out of the hereinbefore described intended aqueduct or pipe in or near the said pasture-field, passing along the said highway from Luton to Hitchin, and terminating in the place known as Park Square, in Luton aforesaid, opposite to the dwelling-house and factory of Messrs. Vyse and Sons there.

And power will be taken in the said Act to effect all or some of the following objects, viz.:—To take, use, divert, pump, store-up, and appropriate for the purpose of the said undertaking the waters to be found in or under the said lands respectively, and the vicinity thereof, and to construct and maintain all such steam and other engines, distribution and other pipes, dams, sluices, waste gates, cuttings, tunnels, culverts, drains, weirs, pumps, and other machinery and conveniences which may be necessary for the effectual construction, maintenance and use of the said intended works.

To cross, divert, alter, break, or stop up, either temporarily or permanently, any highways, railways, tramways, viaducts, roads, bridges, streets, lanes, paths, passages, and other public places.

To purchase by compulsion or agreement, or otherwise acquire all such lands, tenements, springs, streams, and other hereditaments as may be necessary for the construction and maintenance and use of the said works or any of them, and any right or easement in, over, or under the same for the purposes of the undertaking.

To supply water, in bulk or otherwise, for sanitary and other purposes, and with this view to enable the intended Company to enter into and make contracts with the Local Board of Health of Luton, with the parish authorities, and with any public bodies or private persons requiring the same.

To levy tolls, rates, and duties, to alter existing tolls, rates, and duties, to confer, vary, or extinguish exemptions from the payments of tolls, rates, and duties, to raise money, by borrowing or otherwise, upon the credit of such tolls, rates, and duties, and upon the credit of the works to be authorized by the said intended Act, and to confer, vary, or extinguish other rights and privileges.

To incorporate in the said Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The Waterworks Clauses Acts, 1847 and 1863," "The Lands Clauses Consolidation Act Amendment Act, 1860," and "The Companies Clauses Act, 1863;" and to alter, amend or repeal the provisions of those and any other Acts which could interfere with the several objects aforesaid, or any of them.

And notice is hereby further given, that duplicate plans and sections showing the line, situation, and levels of the intended works, and the lands in or through which the same will be made, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, and also a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited at the office of the Clerk of the Peace for the county of Bedford, at his office at Bedford, in the said county, and that on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, with a copy of this Notice, so published as aforesaid, will be deposited with the parish clerk of Luton aforesaid.

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

Dated this 8th day of November, 1864.

Marchant and Pead, 30, Great George Street, Westminster.

Imperial Gaslight and Coke Company.

(Increase of Capital; Purchase, &c. of Lands, Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, enlarge, and amend some of the provisions of the Imperial Gas Act, 1854, and to authorize the Imperial Gaslight and Coke Company (hereinafter called "The Company") to raise more money by the creation of ordinary guaranteed or preference shares or stock, or by mortgage or otherwise, and to provide for the conversion of their present or future mortgages into debenture shares or debenture stock, and the raising of money by debenture shares or debenture stock, instead of by mortgage, and to purchase by agreement the following lands and buildings, or some of them, and to erect thereon, or on the site thereof, works and buildings for the manufacture or storing of gas, and for other purposes, that is to say—

1st. Lands and buildings in the occupation of George Robert Warner and others, situate in the parish of Fulham, in the county of Middlesex, and bounded on the east by Sands End-lane; on the north by land of the Company, in the occupation of the said George Robert Warner; on the west partly by Bagleys-lane, and partly by land in the occupation of Charles Bagley; and on the south by land called the Town Meadows, and now or lately the property of Captain Cotton.

2nd. Lands and buildings in the parish of Bow, otherwise called Saint Mary Stratford-le-Bow, in the county of Middlesex, in the occupation of Samuel Clay and others, bounded on the north by the Lea Union Canal, otherwise called Sir George Duckett's canal; on the east by the River Lea Navigation, and lands belonging to or in the occupation of the Trustees of the River Lea; on the south by lands in the occupation of

John Allan, Robert Johnstone, and others; and on the west by land and other property in the occupation of the Metropolitan Board of Works or their undertenants, the Wick-lane, otherwise called Old Ford-lane, and the North London Railway.

And it is proposed by the intended Act to authorize the Company to purchase other lands and buildings by agreement, and to confirm any purchases of land and property which may have been made before the passing of the intended Act, and to stop up, alter, or divert temporarily or permanently all or any highways, watercourses, sewers, pipes, buildings, or works of any description which it may be necessary or convenient so to stop up, alter, or divert for the purposes of their undertaking, and to vary or extinguish all existing rights and privileges which would, or might prevent or interfere with any of the objects of the intended Act being carried into effect, 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 this 14th day of November, 1864.

Wilde, Rees, Humphrey, and Wilde, College Hill, City, Solicitors for the Bill.

Pritt, Sherwood, Venables, and Grubbe, 7, Great Gorge-street, Westminster, Parliamentary Agents.

Rochester Oyster Fishery.

(Regulation and Management of Rochester Oyster Fishery; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act for the improvement, regulation, and better management of the Oyster Fishery in the River Medway, and county of Kent, known as The Rochester Oyster Fishery, situate within the jurisdiction and conservancy of the Mayor, Aldermen, and Citizens of the city of Rochester, and extending from a place called Hawkwood, adjoining to the said river, to Sheerness, at the mouth of the said river, and in the creeks and branches of the said river within the limits aforesaid. With these objects, it is proposed that the said intended Act shall confer powers and provisions for all or some of the following purposes, that is to say:—

The amendment, extension, or repeal of the powers and provisions of an Act passed in the 2nd year of the reign of King George II, intituled "An Act for regulating, well-ordering, governing, and improving the Oyster Fishery in the River Medway and Waters thereof, under the authority of the Mayor and Citizens of the City of Rochester, in the County of Kent," and of the powers and provisions of any other Act or Acts of Parliament which could or might interfere with the several objects and purposes of the said intended Act.

The regulation and management of the said fishery, and the definition and restriction of the future powers, privileges, duties, and liabilities of the present and future proprietors and members and creditors thereof, and the control and application of the revenues arising from the said fishery.

The grant of licenses for dredging and for taking oysters at an annual rent, or by way of lease, or otherwise; and for preventing dredging for oysters from being carried on within the said limits, unless by persons so licensed; and for granting leases of unoccupied portions of the said fishery, and the

levying of fees or charges for the granting of licenses. :

The stocking of the fishing-grounds within the aforesaid limits, and the levying of rates on and regulation of the sale of the produce of the said fishery, and the division and apportionment or other appropriation of the proceeds arising from such levying and sale.

The varying, restricting, enlarging, or extinguishing for the purposes of the said Act of any existing powers or privileges claimed or exercised in respect of the said fishery, or otherwise, by any person or persons; the levying of tolls, rates, and duties; the conferring, varying, or extinguishing exemptions from the payment of tolls, rates, and duties, and the conferring, varying, or extinguishing other rights and privileges.

The compounding with existing creditors of the said fishery, and the borrowing of money for all or any of the purposes of the said intended Act upon the credit of the said fishery, or the yearly income and other moneys to be derived from the same by means of fees and charges, or otherwise.

The making of bye-laws, orders, rules, and regulations with respect to the matters aforesaid, and to the conduct and management of the fishery, and especially with respect to the times at which oysters may be dredged, the quantity or stint of oysters which may be taken, the size of the oysters which may be dredged, the size of the boats which may be employed, the parts of the river which may be dredged, the places where refuse may be deposited, the times, mode, and places for the deposit and sale of oysters, and the duties of the Water-Bailiff and his assistants, and the enforcing of such bye-laws, orders, rules, and regulations by penalties, by forfeiture of licenses, and otherwise.

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

Dated this 11th day of November, 1864.

Richard Prall, Jun., Town Clerk,
Rochester.

Marchant and Pead, 30, Great George-
street, Westminster, Parliamentary
Agents.

Whitechapel and Holborn Improvement.

(Formation of New Street in Whitechapel, between High-street and Commercial-road East; Improvements at Middle-row, Holborn; Powers to the Metropolitan Board of Works; 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 to empower the Metropolitan Board of Works to make and maintain a new street commencing in the parish of Saint Mary Matfellow, otherwise Saint Mary, Whitechapel, in the county of Middlesex, at or from High-street, Whitechapel, at or near its point of intersection by Leman-street and Commercial-street, and terminating in the said parish and in the hamlet of Mile-end Old-town, in the parish of St. Dunstan Stebonheath, otherwise Stepney, at or near the west end of the street or road called Commercial-road East, at its junction with Church-lane, which new street and the works connected therewith will pass from, in, through, or into, and the lands and houses to be taken for the purposes thereof are situate in the parishes and places of St. Mary Matfellow, Whitechapel, Mile-end Old-town, St. Dunstan Stebonheath, otherwise Stepney, or some of them, in the county of Middlesex. Also to widen and improve the public thoroughfare of High Holborn at and near its junction with the boundary of the city

of London at Holborn-bars, by removing the dwelling-houses, messuages, and premises forming the north side of the passage or place commonly called Middle-row, and lying between that passage or place and the north side of Holborn aforesaid, which improvement, and the works connected therewith, will be made, and the lands and houses to be taken for the purposes thereof, are all situate in the parish of Saint Andrew, Holborn-above-bars, in the county of Middlesex.

In connection with the aforesaid new street and the widening and improvement of High Holborn, and as part of the works and within the parishes and places aforesaid, to make and maintain junctions and communications with any existing streets which may be intersected or interfered with, or be contiguous to the lines of the intended new street and improvement, and to alter the line or levels of any existing streets, roads, or ways, public or private, for the purpose of connecting the same with the intended new street and improvement or otherwise, and to stop up and appropriate any streets, courts, yards, squares, passages, alleys, and places within the limits of lateral deviation to be described on the plans hereinafter mentioned; to deviate from the lines and levels of the intended works; and to construct all such subways, sewers, drains, and works as are necessary or incident to the formation of the proposed new street and improvement.

To authorize the compulsory purchase of lands, houses, and easements for the purposes of the said intended new street and improvement, and other objects of the Bill; and for the erection of houses and buildings adjoining and near the same, and to authorize the leasing and resale of lands, or otherwise.

To authorize the Metropolitan Board of Works to borrow money for the purposes of the Bill, and to charge and apply the rates and funds authorized to be levied by them by virtue of "The Metropolitan Management Act, 1855;" "The Metropolitan Management Amendment Acts, 1856, 1858, and 1862," or any of them, and to amend the said Acts.

To make provision for the repair and maintenance of the new and improved streets, by the vestries, district boards, or other bodies within their respective jurisdictions.

To vary and extinguish all rights and privileges which will interfere with the objects of the Bill; to confer exemption from rates and duties, and to confer other rights and privileges.

To incorporate "The Lands Clauses Consolidation Act, 1845," with certain exceptions and modifications with respect to liability to rates and taxes, the taking of portions of property, and otherwise.

On or before the 30th day of November, 1864, duplicate plans and sections of the proposed new street, improvements, and works, describing the lands, houses, and buildings which will or may be taken under the powers of the Bill, together with a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office, in Clerkenwell-green; and that on or before the said 30th day of November copies of so much of the said plans, sections, and books of reference as relates to the respective parishes and places aforesaid, and a copy of this Notice, will be deposited as follows: as relate to the parish of Saint Mary Matfellow, otherwise Saint Mary, Whitechapel, with the Clerk of the Whitechapel District Board of Works, at his office in that district; as relates to the hamlet of Mile-end Old-town, with the vestry clerk of that hamlet, at the Vestry-hall; and as relates to the parish of Saint Andrew, Holborn-above-bars, with the Clerk of the Holborn District Board of Works, at his office in that district. Printed copies of

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

Dated this 14th day of November, 1864.

John Pollard, Clerk of the Metropolitan Board of Works, Spring-gardens.

In Parliament—Session 1865.

SHEPARD'S PATENT FOR IMPROVEMENTS IN PREPARING AND TREATING GUTTA PERCHA AND INDIA RUBBER.

(CONFIRMATION OF PATENT.)

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 for the following purposes:—

To continue and confirm certain Letters Patent bearing date the 7th day of November, 1861 (No. 2,800), granted to William Albert Shepard, of Pall Mall, in the county of Middlesex, for the term of fourteen years, for improvements in preparing and treating Gutta Percha and India Rubber.

To enable the said William Albert Shepard, or the assignee or assignees of his right and interest in the said patent, to pay the stamp-duty of 50*l.* on the said Letters Patent, and upon such payment being made, to enable the Commissioners of Patents, or their clerk, to stamp the said Letters Patent, or a duplicate thereof.

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 15th day of November, 1864.

H. Wellington Vallance, 12, Tokenhouse Yard, Solicitor.

Wyatt and Metcalfe, 28, Parliament Street, Westminster, Parliamentary Agents.

Pembroke and Tenby Railway.

NOTICE is hereby given, that at a meeting of the Directors of this Company, held at Myland, in the county of Pembroke, on the 3rd day of October, 1864, it was resolved to proceed under the 29th section of the Company's Clauses Consolidation Act, 8th and 9th Vict., cap. 16, to declare all shares in this Company, in respect of which the Calls had not been paid, to be forfeited, and as it appears by the Register of Shareholders that the Calls have not been paid on the following shares, numbered—1 to 50—111 to 140—321 to 335—424 to 426—433 to 434—468—471 to 473—489 to 493—537—4740. The proprietors of such numbers are requested to take notice that the Directors intend, after the expiration of 21 days from the date hereof, to declare the shares numbered as above to be forfeited, pursuant to the provisions in this behalf, contained in the said Act.

By order,

Thomas Stokes, Secretary to the Company.

In Chancery.

In the Matter of the Companies Act, 1862, and of the Tobacco, Cigar, and Snuff 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

16th day of November, 1864, presented to the Master of the Rolls, by Peter Stewart MacIver, of Broad-street, in the city of Bristol, Newspaper Proprietor, a creditor of 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.

Fredk. Wm. Snell, of No. 1, George-street, Mansion House, City, Solicitor for the Petitioner.

In Chancery.

In the Matter of the Companies Act, 1862, and of the Patent Artificial Stone 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 16th day of November, 1864, presented to the Master of the Rolls by Joseph London Busch, of No. 12, Old Broad street, in the city of London, Stock and Share Broker, a contributory of 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 19th day of November, 1864.

Bridges, Sawtell, Heywood, and Ram, Solicitors for the Petitioner.

In the Matter of the Companies Act, 1862, and in the Matter of the Blackburn Co-operative Cotton Spinning and Weaving 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 18th day of November, 1864, presented to the Lord Chancellor by the said Company, and that the said petition is directed to be heard before the Vice-Chancellor Stuart, on the first day appointed for the hearing of petitions in his Honour's Court, in 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.

Charles Barnard, of No. 4, Gray's Inn Place, Gray's Inn, in the county of Middlesex; Agent for

Wheeler, Dean, and Kendall, of Blackburn, in the county of Lancaster, Solicitors for the Petitioners.

SALE OF OLD STORES AT PORTSMOUTH.

Contract Department, Admiralty,
Somerset House, November 21,
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 6th December next, at twelve o'clock at noon, the Admiral Superintendent will put up to sale in Her Majesty's Dock Yard at Portsmouth, several lots of

OLD STORES ;

Consisting of Old Canvas Rags, Rope (hawser-laid), Old Rope Material, Rope Yarns, Oakum, Coal Bags, Leather Cuttings, Carpeting, Broken Lignum Vitæ Shivers, &c., all lying in the said Yard.

Persons wishing to view the Lots must apply to the Superintendent for Notes of admission for that purpose.

Catalogues and conditions of Sale may be had here and at the Yard.

CONTRACT FOR COALS FOR SIERRA LEONE.

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 Tuesday, the 6th December next, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Store at Sierra Leone, about

600 TONS OF SOUTH WALES COALS,

fit for the Service of Her Majesty's Steam Ships and Vessels,

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 Sierra Leone," and must also be delivered at Somerset House, accompanied by a letter, signed by a responsible person, engaging to become bound with the person tendering, in the sum of £25 per cent. on the value for the due performance of the contract.

CONTRACT FOR OXEN FOR SALT BEEF FOR HER MAJESTY'S NAVY.

Contract Department, Admiralty,
Somerset House, November 21,
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 15th 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 and delivering into Her Majesty's Victualling Stores at Deptford, all such

OXEN FOR SALT BEEF.

as shall from time to time be demanded, between the 1st January and the 31st July, 1865, both days inclusive.

Two rates must be inserted in each tender for Oxen that may be delivered between the 1st

January and the 31st March next, namely:—one rate per 100 lbs. for Oxen to be cured in the ordinary manner, and a second rate per 100 lbs. for Oxen to be cured by the process known as "Infiltration," before dressing, and two rates must also be inserted for Oxen that may be delivered between the 1st April and the 31st July next, and to be cured according to the respective methods above stated.

Parties tendering can obtain any information that they may require regarding the process of curing known as "Infiltration" before dressing, on application at the Royal Victoria Yard, at Deptford.

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, where the conditions of the revised contract may be seen.

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 Oxen for Salt Beef," and must also be delivered at the Department of the Comptroller of Victualling, Somerset House, 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.

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 Packet 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.

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 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 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.

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
 Lymington
 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.

The cattle for Chatham, Sheerness, and Falmouth 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 Controller 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 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.

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 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 Depiford; 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.

London Chartered Bank of Australia.

(Incorporated by Royal Charter, 1852.)

Paid-up Capital, One Million.

No. 17, Cannon-Street, City, E.C.,

November 22, 1864.

NOTICE is hereby given, that an Extraordinary General Meeting of the Proprietors of the London Chartered Bank of Australia will be held at the London Tavern, Bishopsgate-street, on Friday, the 9th day of December next; for the declaration of a Dividend.

The Chair will be taken at two o'clock precisely.

The transfer books will be closed from the 2nd to the 9th of December, both days inclusive.

By order of the Court,

W. M. Young, Assistant-Secretary.

NOTICE is hereby given, that the Sabden and Read Manufacturing Company (Limited), in a General Meeting held 17th October, 1864, at the Odd Fellows' Hall, Sabden, in the county of Lancaster, passed a resolution unanimously—

"That the affairs of the Company have been fairly wound up."

Jacob Green, Chairman.

Liverpool Borough Bank.

Notice of Meeting.

WE, John Barnes Brancher of Liverpool, in the county of Lancaster, Esquire, and Harwood Walcot Banner, of the same place, Accountant, two of the Liquidators appointed to wind up voluntarily the affairs, and distribute the Assets of the Liverpool Borough Bank, a Banking Company duly registered in England, under the provisions of the Joint Stock Banking Companies Act, 1857, do hereby call a General Meeting of the proprietors and contributories of the said Banking Company, and do hereby give notice that the same will be held on Thursday the 22nd day of December, 1864, at one o'clock in the afternoon, at the Registered Office of the said Banking Company, situate at No. 24, North John-street, Liverpool, aforesaid, for the purpose of considering an account made up by the Liquidators of the said Company, showing the state of affairs of the said Company, and the progress which has been made in winding up the same down to the expiration of the seventh year, after the passing of the resolution for winding up the affairs of the said Company, and a report stating the reason why the winding up has not been completed.—Dated this 18th day of November, 1864.

John B. Brancher.

Harwood W. Banner.

NOTICE is hereby given, that a General Meeting of the Tamar Coal Manure and General Mercantile Company (Limited), will be held at the Bedford Hotel, Tavistock, on Tuesday the 9th day of December, 1864, at noon; when the meeting will resolve itself into an Extraordinary Meeting, for the purpose of considering and of proposing, if approved, the following special resolution which is intended to be proposed to the meeting:—

“That this Company be forthwith voluntarily wound up, and also (if thought proper), for the purpose of appointing a liquidator or liquidators for that purpose.”—16th November 1864.

Francis Raddall, *Chairman of Directors.*

H. Rattenbury, *Secretary.*

AN Extraordinary General Meeting of the Birmingham and District Gas Consumers Company (Limited), will be held at Nock's Royal Hotel, in Temple Row, Birmingham, on the 21st day of December next, at ten o'clock in the forenoon, in order to receive a statement of the Liquidators account, shewing the manner in which the winding up of the said Company has been conducted, and to decide upon a division of the balance in hand.—Dated the 21st day of November, 1864.

Ryland and Martineau.

NOTICE is hereby given, that an Extraordinary General Meeting of the Shareholders of and in the Kentish Royal Hotel Company (Limited), will be held on Wednesday the 30th day of November, 1864, at twelve o'clock at noon, precisely (not twelve for one o'clock), at the offices of the said Company, No. 21, New Bridge-street, Blackfriars, in the City of London, at which meeting a resolution will be proposed:—

“That it is expedient that the said Company be wound up voluntarily, and that a Liquidator, to be approved of by the said meeting, be appointed for the purpose of carrying into effect the winding up of the said Company.”

John Foster, *Solicitor to the said Company,*
28, Queen-street, Cheapside.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Albemarle Club Company (Limited), held at No. 22, Albemarle-street, Piccadilly, on Wednesday the 16th day of November, 1864, at seven o'clock in the afternoon, it was unanimously resolved, that whereas it appeared that the Albemarle Club Company (Limited), could not by reason of its liabilities continue its business, resolved that the said Company be wound up, pursuant to the Statute 25 and 26 Victoria, cap. 89.

Resolved.—“That William Thatcher of Penton-place, Walworth, be appointed liquidator for the purposes of the said winding-up, pursuant to the Statute, and that he be remunerated by payment to him, out of the Company's assets of the sum of 3 guineas, and that he be, and that he was thereby, authorized to realize the Company's assets, in such manner as he might think most advisable, and that he be, and he was thereby, invested with all such powers and authorities as are given by the said Statute, subject to the sanction of the Company.

M. L. Brown, *Chairman.*

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Samuel Sykes and Frederick John Ingram, under the firm of Sykes and Ingram, at Leeds, in the county of York, as Flax, Tow, Linen, Yarn, and Oil Merchants, and Flax Spinners, has been this day dissolved by mutual consent. All accounts due to or from the said firm of Sykes and Ingram, will be received and paid by the said Frederick John Ingram.—Dated this 14th day of November, 1864.

Samuel Sykes.

F. J. Ingram.

London, 8th November, 1864.

NOTICE is hereby given, that the Partnership hitherto existing by the undersigned, and carrying on business under the firm of Slaney and Byrne, as Coffee and Colonial Produce Dealers, at No. 36, Seething-lane, is this day dissolved by mutual consent. All debts due from the firm, and all monies due to the same, to be paid and received by Joseph Slaney.

Joseph Slaney.

Henry Byrne, *junr.*

NOTICE is hereby given, that the Partnership heretofore subsisting between William Simister and Andrew Barclay, carrying on business as Joiners and Builders, at Southport, in the county of Lancaster, under the firm of Simister and Barclay, was dissolved by mutual consent, as and from the 18th day of October instant. All debts due to or owing by the late firm will be received and paid by the said William Simister.—Dated this 25th day of October, 1864.

William Simister.

Andrew Barclay.

NOTICE is hereby given, that the Partnership lately existing between James Stoneman and John Hancock, recently carrying on the business of Fancy Stationers, at No. 6, Upton-grove, Kingsland, in the county of Middlesex, under the style or firm of J. Stoneman and Co., was dissolved by mutual consent on the 10th day of November, 1864, James Stoneman paying all debts.—Witness our hands this 18th day of November, 1864.

James Stoneman.

John Hancock.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Hughes and Thomas Jones Baker, as Millers and Corn Factors, at Monmouth, under the firm of Hughes and Baker, is from the day of the date hereof dissolved by mutual consent, and that by the like consent all debts due to or from the said firm will be respectively received and paid by the undersigned Thomas Jones Baker, by whom the said business will in future be carried on upon his own sole credit and account.—As witness our hands this 16th day of November, 1864.

John Hughes.

Thomas Jones Baker.

NOTICE is hereby given, that the Partnership lately subsisting between the undersigned, David Frederick Cooke and Charles Christian Morris, carrying on business as Trunk and Packing Case Manufacturers, at No. 60, Old Bailey and St. Mary Axe, in the city of London, was this day dissolved by mutual consent. All debts due and owing by the said copartnership will be received and paid by the said Charles Christian Morris, who will in future carry on the said trade on his separate account.—Dated this 16th day of November, 1864.

David F. Cooke.

Chas. C. Morris.

NOTICE is hereby given, that the Partnership heretofore existing between Joseph Davies and Enoch Gerrard Jones, carrying on business at Great Brook-street, Birmingham, in the county of Warwick, as Lamp Manufacturers, has been this day dissolved by mutual consent. The trade will henceforth be carried on in the same premises by the said Joseph Davies, by whom all debts will be received and paid.—As witness the hands of the said parties the 18th day of November, 1864.

Joseph Davies.

Enoch Gerrard Jones.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Edward James Bury, late of Sheffield, in the county of York, but now of Ayton, in the same county, Steel Manufacturer and Merchant, and William Tarleton Bury, of Sheffield aforesaid, Steel Manufacturer and Merchant, and John George Thomas Child, of the city of Manchester, Public Accountant and Steel Manufacturer, and Merchant, in the business of Steel Manufacturers and Merchants, carried on in the premises known as the Regent Works, in Sheffield aforesaid, and in the premises at Oughtibridge, near Sheffield aforesaid, under the firm of Burys and Co., is dissolved as and from the 30th day of June, 1863, so far as respects the said Edward James Bury, by his retirement from the said partnership. All debts due to or owing by the said firm will be received and paid by the said William Tarleton Bury and John George Thomas Child, by whom the said business will in future be carried on under the said style or firm of Burys and Co.—As witness our hands this 18th day of November, 1864.

Edward J. Bury.

Wm. Tarleton Bury.

J. G. T. Child.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Gottlieb Kyllmann and Maxmilian Kyllmann, carrying on business at the city of Manchester, in the county of Lancaster, as Merchants, under the style or firm of Kyllmann and Co., was this day dissolved, so far as regards the said Gottlieb Kyllmann, who retires therefrom. The business will in future be carried on by the said Maxmilian Kyllmann, who will receive and pay all debts due and owing by the said concern.—Dated this 15th day of November, 1864.

*Gottlieb Kyllmann.
Max. Kyllmann.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Firth, James Ingham and William Senior, carrying on business as Scribblers and Spinners, under the firm of Firth, Ingham, and Co., at Huddersfield, in the county of York, was this day dissolved by mutual consent, so far as regards the said William Senior, and the said business will in future be carried on by the said John Firth and James Ingham, who will receive and pay all the partnership debts and accounts.—Dated this 17th day of November, 1864.

*John Firth.
James Ingham.
William Senior.*

NOTICE is hereby given, that the Copartnership existing between the undersigned, Henry White and Francis Decimus White, carrying on business under the firm of White, Brothers, and Company, at Melbourne, in Australia, has been dissolved by mutual consent, so far as regards Henry White.—Dated this 22nd day of July, 1864.

*F. Decimus White.
Henry White.*

NOTICE is hereby given, that the Copartnership heretofore subsisting between us the undersigned, carrying on business as Milliners and Dressmakers, and Straw Manufacturers, at No. 4, Loughborough-road, Brixton, in the county of Surrey, under the firm of Cumberland and Hall, has this been day dissolved by mutual consent, and that the said business will in future be carried on by the undersigned Margaret Jessie Cumberland alone, who will receive all debts due to, and pay all partnership claims against, the said firm of Cumberland and Hall.—Dated the 16th day of November, 1864.

*Margaret Jessie Cumberland.
Stephen Hall.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Robert Flude and John Farndon, carrying on business at Leicester, in the county of Leicester, as Loom Builders, under the firm of Flude and Farndon, has been this day dissolved by mutual consent.—Dated this 18th day of November, 1864.

*Robert Flude.
John Farndon.*

NOTICE is hereby given, that the Copartnership carried on for some time past, at No. 2, New Inn, Strand, in the county of Middlesex, by Arthur Armstrong Lock Harrison and William Eley, under the firm of Harrison and Eley, was this day dissolved by mutual consent.—Dated this 16th day of November, 1864.

*W. Eley.
Arthur A. L. Harrison.*

NOTICE is hereby given, that the Partnership heretofore carried on by us the undersigned, under the firm or style of Bowden and Townley, as Wine and Spirit Merchants, at the Ship Wine Vaults, in Broadmead, in the city and county of Bristol, has this day been dissolved as and from the 10th day of November instant by mutual consent.—Dated the 14th day of November, 1864.

*George Bowden.
Richard Townley.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Binns, Godfrey Binns, and George Wyndham Binns, as Fancy Woollen Manufacturers, carrying on business at Deighton, in the parish of Huddersfield, in the county of York, and at Huddersfield aforesaid, under the style or firm of Godfrey Binns and Sons, has been this day dissolved by mutual consent as and from the 5th day of November instant. The business will in future be carried on by the said Thomas Binns and George Wyndham Binns, under the style or firm of Godfrey Binns and Sons. All debts due to or from the said late partnership firm will be received and paid by the said Thomas Binns and George Wyndham Binns.—Dated this 17th day of November, 1864.

*Thomas Binns.
Godfrey Binns.
George Wyndham Binns.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas James and James Stokes, as Millers, Merchants, and Farmers, carrying on business at Brampton-mills, in the county of Huntingdon, was dissolved by mutual consent as and from the 1st day of September last; and that the business of Millers and Merchants will, in future, be carried on at Brampton-mills aforesaid by the said Thomas James and Sons.—As witness our hands this 16th day of November, 1864.

*Thomas James.
James Stokes.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Thornton and John Mills, under the name or style of Thornton and Coy., of Nos. 272 and 274, Hackney-road, in the county of Middlesex, Drapers, is this day dissolved by mutual consent, as and from the 26th day of February, 1864. All debts due to the said firm, or owing by them will respectively be received and paid by the said John Mills, who will continue to carry on the business in his own name and on his own account.—Dated this 19th day of November, 1864.

*Thomas Thornton.
John Mills.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, John Watson and Matthew Watson, carrying on business as Waste Dealers and Commission Agents, at Burnley, in the county of Lancaster, under the style or firm of John Watson and Company, was dissolved on the 1st day of November instant by mutual consent.—As witness our hands this 16th day of November, 1864.

*John Watson.
Matthew Watson.*

[Extracts from the Edinburgh Gazette of November 18, 1864.]

NOTICE.

MRS. M'FADYEN begs to intimate that she ceased on the 10th of November, 1864, to carry on as his Executrix the business of her late husband Findlay M'Fadyen, Railway Carrier and Contractor, at Glasgow, Paisley, Greenock, and other places.

Margt. L. M'Fadyen.

JAS. BRUCE, Witness.

LACHLAN COWAN, Witness.

With reference to the above the Subscribers beg to notify that they have commenced business as Railway Carriers and Contractors, in Glasgow, Paisley, and Greenock, under the firm of M'Fadyen and Co.

*Margt. L. M'Fadyen.
Jas. Cowan.*

JAS. BRUCE, Witness.

LACHLAN COWAN, Witness.

November 11, 1864.

THE Subscriber, on the 31st August last, in terms of Contract of Copartnership, withdrew from, and ceased to be a Partner of, or to have any interest in, the firm of Taylor, Bruce, and Co., Merchants and Commission Agents, in Leith.

Leith, November 15, 1864.

James Taylor.

HUGH WHITE, Witness.

WM. GRAEBER, Witness.

HENRY CHIPP, Deceased.

Pursuant to the Statute 22 and 23 Victoria, chapter 35.

NOTICE is hereby given, that the creditors and all persons having claims upon or affecting the estate of Henry Chipp, late of No. 21, Millman's-row, King's-road, Chelsea, Commercial Traveller, deceased (who died on the 14th of August, 1864), are hereby required to send the particulars of their respective claims to Mr. Edward Chipp, the administrator of the goods and chattels of the said deceased, at the offices of Messrs. Howard and East, Solicitors, No. 7, Staple-inn, Holborn, on or before the 24th day of December next; after which time the administrator will proceed to distribute the assets of the deceased, having regard to the claims only of which he shall then have received notice.—Dated this 14th day of November, 1864.

HOWARD and EAST, No. 7, Staple-inn, Solicitors for the Administrators.

JOSEPH GOSTLING EGGINTON, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vict., cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and claimants against the estate of Joseph Gostling Egginton, late of Kirk Ella, in the county of York, Esquire, deceased

(who died on the 17th day of February, 1864, and whose will was proved by John Egginton, of Kingston-upon-Hull, Esquire, John Smyth Egginton, of Kirk Ella aforesaid, Esquire, and John Earnshaw, of Kingston-upon-Hull, Gentleman, the executors in the said will named, on the 20th day of September, 1864, in the District Registry at York of Her Majesty's Court of Probate), are hereby required to send particulars of their debts or claims in writing to us, the undersigned, as the Solicitors of the said executors, at our offices, as under-mentioned, on or before the 1st day of February next, after which day the executors will distribute the assets of the testator among the parties entitled thereto, having regard only to the debts, claims, or demands of which they shall then have had notice; and the executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand they shall not have had notice at the time of such distribution.—Dated this 18th day of November, 1864.

LIGHTFOOT, EARNSHAW, and FRANKISH,
No. 12, Bow-lalley-lane, Hull, Solicitors to the said Executors.

Re WILLIAM ROBERT HODGES, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors, legatees, and other persons having any claims or demands upon or against the estate of William Robert Hodges, late of No. 49, Leicester-square, in the county of Middlesex, Esquire, who died on the 12th day of October, 1863, and whose will was proved in Her Majesty's Court of Probate on the 16th day of November, 1863, by William Priest, of Tudor House, Addlestone, in the county of Surrey, Gentleman, and Thomas Joseph Bishop, of Gibson-square, Islington, in the county of Middlesex, Gentleman, the executors thereof, are, on or before the 5th day of December next, hereby required to send in the particulars of such claims or demands to the said executors, at the office of the undersigned, and in default thereof the said executors will, at the expiration of that time, proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard to those claims and demands of which they have had notice; and they will not be liable to any person or persons of whose claim or demand they shall not then have had notice.—Dated the 21st day of November, 1864.

JAMES HATCH JOLLEY, Solicitor to the Executors, No. 10, Upper Stamford-street, S.

FRANCIS TRESS, 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 Francis Tress, late of Gate-court, in Northiam, in Sussex, Esquire, deceased, who died on or about the 7th day of August, 1833, a probate of whose will, together with the codicils thereto, was granted to George Curteis, of the city of Canterbury, in Kent, Gentleman, William Curteis, of Tenterden, in Kent, Gentleman, and Charles Barry, of Gould-square, London, Merchant, the executors named in the said will, on the 7th day of September, 1833, 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 us, the undersigned, Solicitors, acting for the surviving executor, on or before the 1st day of February, 1865, otherwise the surviving executor will, at the expiration of the above time, consider himself at liberty to distribute the remaining assets of the said deceased among the parties entitled thereto, having regard to the claims of which he shall then have had notice, and the said surviving executor will not be liable for any debt or claim of which he shall not then have had notice.—Dated this 15th day of November, 1864.

MUNN and MACE, Tenterden, Kent, Solicitors for Charles Barry, the surviving Executor.

Mr. SAMUEL COOKE, Deceased

Pursuant to 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 and other persons having debts, claims, and demands against or upon, or in any way affecting the estate of the said Samuel Cooke, late of Denton, Lancashire, Painter (who died on the 6th day of April last, and whose will was proved by Mr. John Cooke, of Denton aforesaid, Joiner and Builder, and Mr. Peter Rothwell, of Denton aforesaid, Cashier, the executors thereof, on the 8th day of September last, in the Manchester Registry attached to Her Majesty's Court of Probate), are hereby required to send in the particulars of such debts, claims, and demands, with

the nature of their securities (if any), on or before Monday the 19th day of December next to the said executors, at the offices of Messrs. Frederic and Thomas Drinkwater, at Hyde, Solicitors to the said executors; and notice is hereby further given, that after the said 19th day of December, the said executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard to the debts, claims, and demands of which the said executors shall then have had notice, and will not be answerable or liable for the said assets, or any part thereof, so distributed to any person or persons of whose claim they shall not then have had notice as aforesaid.—Dated this 17th day of November, 1864.

F. and T. DRINKWATER, Hyde and Ashton,
Solicitors to the Executors.

JOSEPH TOUTILL, Deceased.

NOTICE is hereby given, pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, Queen Victoria, intituled "An Act to further amend the Law of Property, and to relieve Trustees," that the creditors of, and all other persons having any claims or demands upon or against the estate of Joseph Toutill, heretofore of Birkin, in the county of York, but late of Harrogate, in the said county, Corn Factor, who died on the 23rd day of July, 1864, are hereby required to send the particulars of their debts, claims, or demands against the estate of the said Joseph Toutill to me the undersigned, the Solicitor of Mary Toutill, of Boston Spa, in the said county, the administratrix, with the will annexed, of the estate and effects of the said deceased, on or before the 1st day of February, 1865, at which time, or as soon after as may be convenient, the said administratrix will distribute the estate and assets of the said deceased among the parties entitled thereto, having regard to the claims and demands only of which she shall then have had notice. All claims are desired to be sent to me the undersigned forthwith, and all persons indebted to the estate are requested to pay their debts to me without delay.—Dated this 15th day of November, 1864.

BERTIE MARKLAND, No. 67, Albion-street, Leeds.

JOHN DAVIES, Deceased.

Pursuant to the "Act to further amend the Law of Property, and to relieve Trustees," 22nd and 23rd Vic., cap. 35.

THE creditors of John Davies, late of Over Knutsford, in the county of Chester, Farmer, deceased, who died on or about the 18th day of June, 1863, are, on or before the 8th day of December next, to send the particulars of their debts or claims to me the undersigned, at Ollerton House, Ollerton, near Knutsford aforesaid, or in default thereof, the executrix and executor of the said John Davies will, after the said 8th day of December next, proceed to distribute the assets of the said John Davies, deceased, amongst the parties entitled thereto, having regard to the claims of which they have then notice.—Dated this 16th day of November, 1864.

JOHN DAVIES WILKINSON, Executor.

WILLIAM READ HEATH, Deceased.

Pursuant to an 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 claim against the estate of William Read Heath, late of the parish of West Wycombe, in the county of Buckingham, Farmer, deceased (who died on or about the 23rd day of September, 1864, and whose will was proved in the Oxford District Registry of Her Majesty's Court of Probate, on the 18th day of November, 1864, by Richard Slater and Abram Gillett, the executors therein named), are hereby required to send in particulars of their respective claims to the said executors, at the office of me the undersigned, Daniel Clarke, situate at High Wycombe, Bucks, on or before the 13th day of January next, at the expiration of which period the said executors will proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and that the said executor will not be liable for any part of such assets so distributed to any person of whose claim they shall not then have had notice.—Dated this 21st day of November, 1864.

D. CLARKE, Solicitor to the Executors.

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."

ALL creditors and other persons having any claims or demands upon or against the estate of James Walker, late of Guiting Power, in the county of Gloucester, Gentleman, who died on the 21st day of July, 1863, and whose will was proved on the 22nd day of October, 1863, are required, on or before the 17th day of January next, to send particulars of such claims or demands to Messrs. Henry

Ashwin and George James Walker, the acting executors of the said deceased, at our office, Bourton-on-the-Water, Gloucestershire, and in default thereof the said executors will proceed to distribute the assets of the said testator amongst the parties entitled thereto; and will not be liable for such assets, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated 17th day of November, 1864.

KENDALL and SON, Solicitors to the Executors.

THOMAS RESTARICK, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty Queen Victoria, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand upon or against the estate of Thomas Restarick, late of Devonport, and also of West Park House, in the parish of Saint Budeaux, both in the county of Devon, Merchant (who died on the 13th day of October, 1864, and whose will was duly proved in the Exeter District Registry of Her Majesty's Court of Probate, by Thomas Brown Restarick, of Devonport aforesaid, Merchant, and John Holman, of Topsham, in the said county of Devon, Shipowner, the executors therein named, on the 31st day of the said month of October), are requested to send in particulars, in writing, of such debts, claims, or demands to the said Thomas Brown Restarick, or to us the undersigned, as Solicitors to the said executors, at our offices, in Devonport aforesaid, on or before the 31st day of January next, after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and that the said executors will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose debts, claims, or demands they should not then have had notice.—Dated the 18th day of November, 1864.

SOLE and GILL, No. 3, St. Aubyn-street, Devonport, Solicitors to the said Executors.

Re WILLIAM ALCOCK, otherwise ALLCOCK, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of William Alcock, otherwise Allcock, late of Franche, in the parish of Kidderminster, in the county of Worcester, Publican (who died on the 31st day of July, 1864, and to whose estate letters of administration, with will annexed (the surviving executor having renounced probate and execution of the said will) were granted out of the District Registry at Worcester, to Ann Turner, Wife of John Turner, the natural and lawful sister, and one of the next of kin of the said testator, on the 10th day of September, 1864), are required to send in to the said Ann Turner, at the offices of the undersigned, her Solicitors, particulars of such claims or demands, on or before the 1st day of February next, after which time the said Ann Turner 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 had notice. All persons indebted to the estate of the said William Alcock, deceased, are desired to pay to the said Ann Turner, or to her Solicitors, the amount of their respective debts.—Dated this 19th day of November, 1864.

HANCOCK, SAUNDERS, and HAWKSFORD, No. 36, Carey-street, Lincoln's-inn-fields, Agents for

SAUNDERS and SON, Church-street, Kidderminster, Solicitors to the said Ann Turner.

WILLIAM TOTTIE WATSON, Deceased.

Pursuant to an Act passed in the 22nd and 23rd years of the reign of Her Majesty Queen Victoria, entitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claim, debt, or demand upon or against the estate of William Tottie Watson, late of Headingley, near Leeds, in the county of York, and also of Leeds aforesaid, Merchant, deceased (who died on the 10th day of October, 1864, and whose will was proved in the District Registry attached to Her Majesty's Court of Probate at Wakefield, on the 3rd day of November, 1864, by Thomas Watson, of Leeds aforesaid, Merchant, and Ann Watson and Mary Watson, both of Headingley aforesaid, Spinsters, the executor and executrixes therein named), are hereby required to send in the particulars thereof to the said executor and executrixes, at No. 1, Greek-street, in Leeds aforesaid, on or before the 11th day of February, 1865, after which day the said executor and executrixes will proceed to distribute the assets of the said testator, having regard only to the claims of which they shall then have had notice; and all persons

indebted to the estate of the said William Tottie Watson are hereby required to pay the amount of their respective debts to the said executor and executrixes without delay.—Dated this 11th day of November, 1864.

TENNANT, NEWSTEAD, and WILSON, Red Hall, Leeds, Attorneys for the said Executor and Executrixes.

PURSUANT to an Order of the High Court of Chancery, made in the Matter of the estate of John Vowler, late of the city of Exeter, Gentleman, deceased, and in a cause of James Hearn against Emma Forshaw Vowler, Widow, the creditors of the said John Vowler, who died on or about the 12th day of April, 1864, are, by their Solicitors, on or before the 23rd day of December next, to come in and prove their claims at the chambers of the Vice-Chancellor Sir John Stuart, No. 12, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Monday, the 9th day of January next, at twelve o'clock at noon is appointed for hearing and adjudicating upon the claims.—Dated this 17th day of November, 1864.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Mary Brightmore, deceased, and in a cause Samuel Brightmore and others, against John Brocksop, the creditors of Mary Brightmore, late of Staneley, Woodthorpe, in the county of Derby, Widow, who died in or about the month of July, 1863, are, by their Solicitors, on or before the 16th day of December, 1864, to come in and prove their debts, at the chambers of the Master of the Rolls, in Rolls-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. 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 18th day of November, 1864.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Horace Montagu, against Robert Lansdown, William Turner, and Charles Robert Hobart, the creditors of Montagu Montagu, late of the city of Bath, Esquire, a Captain in Her Majesty's Navy, who died on the 31st day of July, 1863, 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 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 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 19th day of November, 1864.

PURSUANT to a Decree of the High Court of Chancery, made in a cause James Chapman against Charles Hoiham, all persons claiming to be creditors of the Honorable George Frederick Hotham, late of Brighton, in the county of Sussex, and afterwards of the city of Bath, in the county of Somerset, Vice-Admiral in Her Majesty's Navy, the testator in the proceedings named, who died in or about the month of October, 1856, are, by their Solicitors, on or before the 23rd day of December, 1864, to come in and prove their debts at the chambers of the Vice-Chancellor Sir John Stuart, No. 12, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Wednesday, the 11th day of January, 1865, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 18th day of November, 1864.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of John Wright, deceased, and in a cause of Charlotte Wright and others, Infants, by William Ingram, junior, their next friend, against Charles Wright, and another, the creditors of John Wright, late of Barking Side, in the county of Essex, Jobber, who died in or about the month of May, 1864, are, by their Solicitors, on or before the 19th day of December, 1864, to come in and prove their debts at the chambers of the Vice-Chancellor Sir John Stuart, No. 12, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. 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 14th day of November, 1864.

PURSUANT to an Order of the High Court of Chancery, made in the matter of Ambrose Reeve Palmer, of Great Yarmouth, in the county of Norfolk, Shipbuilder, deceased, all persons claiming to be creditors of the said Ambrose Reeve Palmer (who died on the 7th day of October, 1863), or to have any demand upon or affecting his personal estate, by reason of any liability, contingent or otherwise, are required, on or before the 10th day of January, 1865, to tender their names and addresses, and the

particulars of their claims (without making any affidavits in support thereof) in the claim book, at the chambers of the Vice-Chancellor Sir John Stuart, No. 12, Old-square, Lincoln's-inn, in the county of Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Monday, the 16th day of January, 1865, at twelve o'clock at noon, at the said chambers is appointed to proceed upon the said claims, when all the claimants are to attend unless they shall receive notice to the contrary.—Dated this 19th day of November, 1864.

PURSUANT to an Order of the High Court of Chancery, made in a cause Dawson against Dennison, the creditors of William Dawson the elder, late of Whasset, in the county of Westmorland, Farmer, deceased, who died in or about the month of August, 1825, are, by their Solicitors, on or before the 19th 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 Order. Friday, the 23rd 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 17th day of November, 1864.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Charles Mitchell, deceased, and in a cause Benjamin Smith against William Olley, the creditors of the said Charles Mitchell, late of Ditchingham, in the county of Norfolk, Farmer, deceased, who died in or about the month of December, 1863, 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 Order. 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 12th day of November, 1864.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Benjamin Thurkle, and in a cause Gustavus Grah and Carolus Grah, against Emily Thurkle, Widow, the creditors of Benjamin Thurkle, late of No. 104, High Holborn, in the county of Middlesex, Sword Cutler, deceased, who died in or about the month of June, 1864, are, by their Solicitors, on or before the 15th 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. Thursday, the 22nd 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 16th day of November, 1864.

PURSUANT to a Decree of the High Court of Chancery, made in a cause wherein Metcalf Hopgood is plaintiff, and Henry Ernest and others, are defendants, at persons claiming to be incumbrancers on the hereditaments mentioned in such Decree, being the following farms forming part of the Llanon estates, in the parish of Llanon, in the county of Carmarthen, that is to say, the farms of Pentlynwydyr, otherwise Pehllwyngwydyr, Castlewydd, otherwise Caxtelwydd, Tyrbach, Trenithin Issa, otherwise Trenethin Issa, Trenithin Ucha, otherwise Trenethin Ueccha, Trenithin Genol, Celybryn, otherwise Cefny-bryn, Penbryn, Brynwythan Fach, otherwise Brynwythom fach, Durgladd Fach, otherwise Darglawdd fach, Gellywych, otherwise Gellywich and Ystlyswed, are, by their Solicitors, on or before the 14th day of December, 1864, to come in and prove their claims as such incumbrancers, at the chambers of the Vice-Chancellor Sir William Page Wood, at No. 11, New-square, Lincoln's-inn, Middlesex, or in default thereof they will be excluded from the benefit of the said Decree. Friday, the 16th 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 17th day of November, 1864.

Re John Cunningham, late of Vere-street, Cavendish-square, in the county of Middlesex, Gentleman.

WHEREAS the said John Cunningham, on the 18th day of April, 1820, executed an Assignment for the benefit of his creditors to Charles Young (since deceased), as trustee, and which trust estate on his decease became vested in Anne Young as his executrix, and is now vested in Charles John March, of No. 10, Park-grove, Brixton, as executor of the estate of the said Anne Young; notice is hereby given, that all creditors having claims against the said John Cunningham or his estate, under the said assignment, are required to send the particulars of the same to the undersigned Solicitors, on or before the 31st day of January, 1865, after which date the said C. J. March will proceed to distribute the said estate of

the said John Cunningham amongst the parties entitled thereto, having regard only to the demands, claims, debts, or liabilities of which he the said C. J. March shall then have had notice; and he will not be liable for the estate so distributed, or any part thereof, to any person or persons of whose demands, claims, debts, or liabilities he shall not then have had notice.—Dated this 21st day of November 1864.

TREHERNE and WOLFERSTAN, of No. 75, Aldermanbury, Solicitors for the said C. J. March.

NOTICE is hereby given, that Paul Edward Bendir, of Corn Exchange Chambers, Mark-lane, in the city of London, Merchant and Commission Agent, did, by deed bearing date the 27th October, 1864, convey all his estate and effects to Frederic Bernstein Bernard Natusch, of Lloyd's Underwriting Room, in the said city of London, Insurance Broker, and Richard Reid, of No. 47, Mark-lane aforesaid, Corn Factor, to be applied and administered for the benefit of the creditors of the said Paul Edward Bendir, in like manner as if he had been at the date thereof duly adjudged bankrupt; and the said deed was duly executed by the said Paul Edward Bendir, Frederic Bernstein Bernard Natusch, and Richard Reid, on the date thereof, in the presence of, and attested by, Benjamin Stenning, of No. 16, London-street, Fenchurch-street, in the city of London, Solicitor; and notice is hereby given, that the said deed now lies at our offices, No. 16, London-street, Fenchurch-street aforesaid, for execution by the creditors of the said Paul Edward Bendir.—Dated this 22nd day of November, 1864.

McLEOD, STENNING, and WATNEY, Solicitors to the Trustees.

NOTICE is hereby given, that Edward Lane Swatman, of King's Lynn, in the county of Norfolk, Solicitor, did by deed, bearing date the 27th day of October, 1864, convey all his estate and effects to John Lewis Marriott, of Pentney, in the said county, Merchant, and Lewis Whincop Jarvis, of King's Lynn aforesaid, Gentleman, to be applied and administered for the benefit of the creditors of the said Edward Lane Swatman, in like manner as if he had been at the date thereof duly adjudged bankrupt; and the said deed was duly executed by the said Edward Lane Swatman on the day of the date thereof in the presence of Robert Pitcher, of King's Lynn aforesaid, Solicitor, and by the said Lewis Whincop Jarvis, on the 29th day of October last past, in the presence of the said Robert Pitcher, by the said John Lewis Marriott, on the 4th day of November instant, in the presence of Hardy Ellis Burroughes, of the city of Norwich, Solicitor; and notice is hereby further given, that the said deed now lies at my office, in King-street, in King's Lynn, for the signature of the creditors of the said Edward Lane Swatman.—Dated the 19th day of November, 1864.

ROBERT PITCHER, Solicitor to the Trustees.

Estate of Samuel Stevens and William Thornton Reddell.

NOTICE is hereby given, that by deed of conveyance, bearing date the 17th day of November, 1864, between Samuel Stevens and William Thornton Reddell, both of No. 36, Bread-street, in the city of London, Warehousemen and copartners, and John George Askew, of No. 3, Saint Ann's-lane, in the city of London, Warehouseman, conveyed all their estate and effects unto the said John George Askew, absolutely, to be applied and administered for the benefit of all the creditors of the said Samuel Stevens and William Thornton Reddell, in like manner as if they had been at the date thereof duly adjudged bankrupts, with a release by the creditors to the said Samuel Stevens and William Thornton Reddell; and that the said Indenture was duly executed by the said Samuel Stevens and William Thornton Reddell, and by the said John George Askew respectively, on the day of the date thereof, in the presence of, and attested by, William Charles Sole, of No. 68, Aldermanbury, in the city of London, Solicitor, and that the said indenture now lies for execution by the creditors at No. 68, Aldermanbury aforesaid.—Dated this 21st day of November, 1864.

SOLE, TURNER, and HARDWICK, Solicitors to the Trustees.

Estate of Henry Howitt.

NOTICE is hereby given, that by a Deed of Conveyance, bearing date the 11th day of November, 1864, between Henry Howitt of No. 87, Snow-Hill, in the city of London, Woollen Draper, and Samuel Lowry, of Wood-street, and David Parker, of Goldsmith-street, both in the city of London, Warehousemen, conveyed all his estate and effects unto the said Samuel Lowry and David Parker, absolutely to be applied and administered for the benefit of the creditors of the said Henry Howitt, in like manner as if the said Henry Howitt had been duly adjudged bankrupt; and that the said Indenture was duly executed by the said Henry Howitt on the day of the date thereof, in the presence of, and attested by, Dominico Antonis Rivolta, of No. 10,

Montague-street, in the county of Middlesex, Solicitor, and by Samuel Lowry and David Parker respectively, on the day of the date thereof, in the presence of, and attested by, William Charles Sole, of No. 68, Aldermanbury, in the city of London, Solicitor; and that the said Indenture now lies for execution by the creditors, at No. 68, Aldermanbury aforesaid.—Dated this 21st day of November, 1864.

SOLE, TURNERS, and HARDWICK, Solicitors to the Trustees.

The Bankruptcy Act, 1861.

In the Matter of Stephen Thomas Box, of the city of Chester, Gasfitter.

NOTICE is hereby given, that a meeting of the creditors of the above-named Stephen Thomas Box will be held at the office of Mr. John Postlethwaite Cartwright, situate in Bridge-street-row East, in the city of Chester, Solicitor, on Wednesday, the 7th day of December, 1864, at three o'clock in the afternoon, when the trustees and inspectors appointed by and under the indenture of the 18th day of October, 1862, and of the Deed of Composition and Inspectorship executed by the said Stephen Thomas Box, on the 28th day of September, 1863, will submit a final statement of account of the estate of the said Stephen Thomas Box, shewing the receipts and payments made by the said trustees; and any creditor who has executed or assented to the said deeds, may attend and examine such statement, and compare the receipts with the payments; and the meeting will declare by resolution that the accounts be passed, and that upon payment of a further dividend of five shillings in the pound, making in all ten shillings in the pound upon the amount of the debts of the said Stephen Thomas Box, owing at the date of the said deed, dated the 28th day of September, 1863, the said trustees and inspectors, and the said Stephen Thomas Box and his estate be released and discharged from the trusts of the said deeds, together with any other resolution that the ends of the estate may require for its final and complete winding up.—Dated this 18th day of November, 1864.

JNO. P. CARTWRIGHT, Solicitor to the said Estate, Bridge-street-row East, Chester.

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—9734.

Title of Deed whether Deed of Assignment, Composition, or Inspectorship—Arrangement.

Date of Deed—4th day of November, 1864.

Date of execution by Debtor—4th day of November, 1864.

Name and description of the Debtor, as in the Deed—William Gillard, of Doweries-buildings, Ball's-pond, in the county of Middlesex, Drysalter, trading under the style or firm of William Gillard and Company.

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, and his creditors accept payment of their debts by six equal instalments, at 4, 8, 12, 16, 20, and 24 months from date of deed.

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—9751.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Inspectorship.

Date of Deed—29th October, 1864.

Date of execution by Debtors—29th October, 1864.

Names and descriptions of the Debtors, as in the Deed—Richard Thomas Strangman and Samuel Bake, of Billiter-square, in the city of London, Merchants, trading under the style or firm of R. T. Strangman and Co. (debtors), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Alfred Eren Burrell, of No. 57, Minorities, in the city of London, White Lead Manufacturer, and George Cockburn Warden, of No. 12, London-street, in the city of London (the Inspectors), second part; and the creditors of the debtors, or of either of them, third part.

A short statement of the nature of the Deed—A Deed, whereby the creditors grant to the debtors a license to carry on and wind up their said trade or business, and

to collect or dispose of all their estate and effects, both joint and separate, subject to the control of the Inspectors, and to pay and distribute (after payment of expenses), the assets to arise therefrom amongst the joint and several creditors, as in bankruptcy; with a declaration that the deed should operate as an Order of Discharge to the debtors respectively.

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—9761.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—4th November, 1864.

Date of execution by Debtor—4th November, 1864.

Name and description of the Debtor, as in the Deed—Alfred Whaley Sanderson, of King's Mills, King-street, Camden-town, in the county of Middlesex, Drysalter (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Bevan Davies, of No. 8, South-street, Thurlloe-square, in the county of Middlesex, Gentleman, and William Durrad, of Eccleshall, in the county of Stafford, Gentleman (trustees).

A short statement of the nature of the Deed—Conveyance of all 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—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—9763.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—26th day of October, 1864.

Date of execution by Debtor—26th day of October, 1864.

Name and description of the Debtor, as in the Deed—Edward Egginton, of Ludlow, in the county of Salop, Ironmonger.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Abraham Thompson, of Wolverhampton, in the county of Stafford, Manufacturer, and William Tinson, of Ludlow aforesaid, Gentleman (trustees).

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the debtor to the trustees, absolutely, to be applied and administered for the benefit of his 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—9773.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—3rd November, 1864.

Date of execution by Debtors—3rd November, 1864.

Names and descriptions of the Debtors, as in the Deed—Christopher Briggs and Thurston Briggs, both of Farnworth, near Bolton, in the county of Lancaster, Cotton Manufacturers, lately trading in copartnership together under the firm of C. Briggs and Brother (debtors), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Alfred Heather, of Manchester, in the said county of Lancaster, Commission Agent (trustee), second part; and all the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby Christopher Briggs, one of the debtors, proposes to pay to all the creditors of himself and partner a composition of 10s. in the pound in discharge of the debts against the said debtors, as follows:—two shil-

lings and sixpence at the expiration of two month two shillings and sixpence at four months, two shillings and sixpence at eight months, and two shillings and sixpence at twelve months, respectively, from 18th November, 1864; the first three instalments to be secured by the promissory notes of the said Christopher Briggs, and the last instalment to be secured by the joint promissory notes of the said Christopher Briggs and Francis Howarth, such promissory notes to be handed to the creditors on their respectively executing the deed, and the notes of those not executing are to be deposited with the trustee, in trust, for them; and a release from the creditors to the debtors, and each of them.

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—9775.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance, Assignment, and Release.

Date of Deed—11th November, 1864.

Date of execution by Debtor—11th November, 1864.

Name and description of the Debtor, as in the Deed—Robert Abbott Hyde, of Salford, in the county of Lancaster, Provision Dealer and Beerseller (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Joseph McNerny, of the city of Manchester, in the county of Lancaster, Wood Turner (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assurance of all the real and personal estate of the debtor to the trustee, upon trust, to sell and dispose of the same and divide the proceeds (after paying costs and expenses), for the benefit of the creditors of the debtor, as in bankruptcy; and a release to the debtor from his creditors.

When left for Registration—18th 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—9776.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—1st October, 1864.

Date of execution by Debtor—17th November, 1864.

Name and description of the Debtor, as in the Deed—Charles Townsend Christian, of No. 44, Somerset-street, in the county of Middlesex, Gentleman (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 to pay, and the creditors agree to accept, a composition of one shilling in the pound in discharge of their respective debts, payable as follows, viz.:—sixpence in the pound within twelve calendar months from the date of the certificate of registration of the deed, and sixpence in the pound within twelve calendar months after the payment of the said first instalment; and a release by the creditors to the debtor.

When left for Registration—18th 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—9777.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—The 14th day of November, 1864.

Date of execution by Debtor—The 14th day of November, 1864.

Name and description of the Debtor, as in the Deed—Arthur John Rudyard, of Macclesfield, in the county of Chester, Silk Trimming 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 creditors of debtor, in consideration of sixpence in the pound, upon the amount of their debts, paid to them on the execution thereof, release the debtor therefrom.

When left for Registration—19th 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—9778.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment 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—John Rubery, late of No. 105, Grosvenor-street West, and of No. 112, Broad-street, Birmingham, and now of No. 27, Portland-street, Leamington, all in the county of Warwick, Merchant and Umbrella Manufacturer (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Boatwright Gibbons, of No. 3, Bank-buildings, Lothbury, in the city of London, Public Accountant (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assignment by the debtor of all his estate and effects to the trustees, for the benefit of the debtor's creditors; and a release from them to him from their debts.

When left for Registration—19th 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—9779.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—22nd September, 1864.

Date of execution by Debtor—24th October, 1864.

Name and description of the Debtor, as in the Deed—Alexander Southwood Stocker, of Wolverhampton, in the county of Stafford, Horse Shoe and Shoe Tip Manufacturer (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Alfred Taylor Brettell, of Wolverhampton aforesaid, Accountant Clerk, second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants to pay a composition of 3s. 4d. in the pound to all his creditors; and a release by them to him.

When left for Registration—19th 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—9780.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition 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—James Norris, of No. 10, Crescent, Lower Edmonton, in the county of Middlesex, Velum Binder (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 agrees to pay the creditors a composition of 2s. 6d. in the pound on the amount of their debts, by two instalments; one of 1s. in the

pound on the 31st of January, and the other of 1s. 6d. in the pound on the 31st of March next; and a release from them to him from their debts.

When left for Registration—19th 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—9781.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—28th October, 1864.

Date of execution by Debtor—28th October, 1864.

Name and description of the Debtor, as in the Deed—Peter Hawksworth, of Bradford, in the county of York, Woolstapler (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Kelley, of Bradford aforesaid, Woolstapler (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 all the debtor's creditors, as in bankruptcy.

When left for Registration—19th 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—9782.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—22nd October, 1864.

Date of execution by Debtor—22nd October, 1864.

Name and description of the Debtor, as in the Deed—Almerius Blakeney Savery, of Hardwick-lodge, Chepstow, in the county of Monmouth, Esquire (debtor).

The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—Thomas Cairncross, of the city of Bristol, Banker, Henry Gosling, of the town of Monmouth, Banker, and Samuel Augustus Sylvester, of Melksham, Wilts (trustees).

A short statement of the nature of the Deed.—Conveyance of all the debtor's estate and effects to the trustees, to be applied and administered for the equal benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—19th 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—9783.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—7th day of November, 1864.

Date of execution by Debtor—7th day of November, 1864.

Name and description of the Debtor, as in the Deed—James Rothwell, of the Bank, Rochdale, in the county of Lancaster, Wool Stapler and Woollen Waste Dealer.

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 to pay to his creditors one shilling in the pound on their debts, on the 20th day of January, 1865.

When left for Registration—19th 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—9784.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Assignment.

Date of Deed—31st October, 1864.

Date of execution by Debtor—31st October, 1864.

Name and description of the Debtor, as in the Deed—William Allan, of No. 13, Orchard-street, in the borough and county of Newcastle-on-Tyne, Brush Manufacturer, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—

The several persons whose names and seals are subscribed and affixed in the schedule thereunder written, being respectively creditors of the said debtor, of the second part; and Frederick Richard Frinneby, of No. 63, Cannon-street, in the city of London, Bristle Merchant, and Joseph Moses, of No. 59, Leadenhall-street, also in the city of London, Bristle Merchant, of the third part.

A short statement of the nature of the Deed.—A Deed, whereby the creditors of the debtor accept payment of ten shillings in the pound on their debts, by three equal instalments, at four, eight, and twelve months from the date of the deed, secured by an assignment of all the estate and effects of the debtor to the said trustee.

When left for Registration—19th 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—9785.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—28th October, 1864.

Date of execution by Debtor—28th October, 1864.

Name and description of the Debtor, as in the Deed—Thomas Gillibrand, of Chorley, in the county of Lancaster, Warehouseman (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Miles Gerrard, of Chorley, in the said county, Ironmonger (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 his creditors, as in bankruptcy.

When left for Registration—19th 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—9785.

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—Henry Barker Travis, of Sheffield, in the county of York, Schoolmaster (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Taylor, of Sheffield, in the county of York, Shopkeeper (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 creditors of the debtor, as in bankruptcy.

When left for Registration—21st November, 1864, at half-past ten 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—9786.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—16th November, 1864.

Date of execution by Debtor—16th November, 1864.

Name and description of the Debtor, as in the Deed—Reuben Macklin, of No. 1, Harley-villas, Victoria

Park-road, Hackney, in the county of Middlesex, Trimming Manufacturer (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors, second part; and Dorothy Back, of the George Inn, Woodford, in the county of Essex, Widow and Licensed Victualler, third part.

A short statement of the nature of the Deed—Covenant by the creditors to accept a composition of five shillings in the pound in discharge of their debts, such composition to be paid by the debtor by three instalments, as follows:—the first, of one shilling and sixpence in the pound, in fourteen days; the second, of one shilling and sixpence in the pound, in three months, and the third, of two shillings in the pound, in six months, all from the date of the deed; and release to the debtor on payment, and a covenant by Dorothy Back with the creditors to pay such composition in case of default by the debtor.

When left for Registration—21st 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—9787.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Inspectorship and Composition.

Date of Deed—25th October, 1864.

Date of execution by Debtor—25th October, 1864.

Name and description of the Debtor, as in the Deed—Francis Simpson, of High-street, Newington Butts, in the county of Surrey, Dealer in China and Glass (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Hope, of Burslem, in the county of Stafford, Earthenware Manufacturer, and Thomas Turvey Gelson, of No. 107, Hatton-garden, Holborn, in the county of Middlesex, Gentleman (inspectors), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor is permitted to carry on his trade under inspection until the 1st November, 1866, or until the expiration of seven days thereafter, and to collect, realize, and dispose of all his personal estate and effects (except leaseholds), and to pay his creditors respectively a composition of 13s. 4d. in the pound upon the amount and in full satisfaction of their respective debts, by five equal instalments of 2s. 8d. in the pound each, on the 1st March, the 1st July, and the 1st November, 1865, the 1st May, and the 1st November, 1866, respectively, and a release from the creditors to the debtor from their debts respectively, with a proviso that if default be made in payment of any of the said instalments, or any part thereof, for seven days after any of the said days appointed for payment thereof respectively, the release should be void. The debtor to render a weekly balance sheet to the said Thomas Turvey Gelson, and to be entitled to receive the annual sum of £300, or such reduced sum as the inspectors shall allow him, for his assistance in carrying on his said trade.

When left for Registration—21st 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—9788.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—11th November, 1864.

Date of execution by Debtor—11th November, 1864.

Name and description of the Debtor, as in the Deed—George Kidd, of Great Marlow, in the county of Bucks, Grocer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Teede, of No. 85, Bishopsgate-street Without, in the city of London, Wholesale Grocer, and George Myrton, of Chepping Wycombe, in the county of Bucks, Grocer (trustees).

A short statement of the nature of the Deed—A Conveyance by the debtor to the trustees of all debtor's estate and effects, to be administered for the benefit of his creditors, as in bankruptcy.

When left for Registration—21st 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—9789.

Title of Deed whether Deed of Assignment, Composition, or Inspectorship—Inspectorship.

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 Swan, of No. 150, Leadenhall-street, in the city of London, Merchant (debtor), of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Martin Diedrich Rucker, of No. 115, Leadenhall-street, in the said city of London, Ship Broker, and William Green, of No. 7, Coal Exchange, in the said city of London, Coal Merchant (Inspectors), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants to wind up his affairs under the direction of the inspectors, and to distribute his estate among his creditors rateably as under bankruptcy, and if required by the inspectors to assign to them all his estate and effects, upon trust, for his creditors, with a declaration that the deed shall operate as a release on assignment or distribution.

When left for Registration—21st 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—9790.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—14th day of November, 1864.

Date of execution by Debtor—14th day of November 1864.

Name and description of the Debtor, as in the Deed—Henry Brewer, of No. 310, High-street, Wapping, in the county of Middlesex, Ship Chandler, trading under the firm of Henry Brewer and Company (debtor).

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 agrees to pay to his creditors five shillings in the pound on their debts, by three instalments, namely, one shilling in the pound forthwith, two shillings in the pound on the twenty-fourth of February, and two shillings in the pound on the twenty-fourth of June next, the two last instalments to be secured by the joint and several promissory notes of the debtor, and of James Poore, of No. 17, Frederick-place, Mile-end, in the county of Middlesex, Gentleman; and a release by the creditors to the debtor in consideration thereof.

When left for Registration—21st 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—9791.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment and Release.

Date of Deed—15th November, 1864.

Date of execution by Debtor—15th November, 1864.

Name and description of the Debtor, as in the Deed—Edward Abraham Channing, of Blatchworthy Farm, in the parish of Stoodleigh, in the county of Devon, Yeoman (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Abraham Bere, of Sandford, in the said county, Yeoman, and William Wheaton, of the city of Exeter, Merchant (trustees), second part; creditors, third part.

A short statement of the nature of the Deed—An Assignment of all the debtor's personal estate and

effects to the trustees, upon trust, to satisfy proportionably the debts of the debtor; and a release to the debtor from his creditors.

When left for Registration—21st 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—9792.

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 Price, of Abertillery, in the county of Monmouth, Shopkeeper (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Francis, of High-street, in the city of Bristol, Warehouseman, James Wright, of Small-street, in the same city, Cheesefactor (trustees).

A short statement of the nature of the Deed—Conveyance of all the estates 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—21st day of 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—9793.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—16th November, 1864.

Date of execution by Debtor—17th November, 1864.

Name and description of the Debtor, as in the Deed—Joseph Jackson the younger, of Gorton, in the county of Lancaster, Bricklayer (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Robert Peel, of the city of Manchester, Accountant (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Release, on payment by the debtor to his creditors of a composition of 5s. in the pound, by two instalments of 2s. 6d. each, secured by the promissory note of the debtor, payable at three and six months respectively from the day of the date of the deed.

When left for Registration—21st 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—9794.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—5th November, 1864.

Date of execution by Debtor—12th November, 1864.

Name and description of the Debtor, as in the Deed—John Brown, of Pudding Clare, in the borough and county of Newcastle-upon-Tyne, Bacon Factor (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Ward, of Rochdale-road, in the city of Manchester, and of Douglas, in the Isle of Man, Grocer (surety), second part; the creditors of the third part; and Albert Knothe and Charles Henry Young, both of the borough and county of Newcastle-upon-Tyne, Merchants (trustees), fourth part.

A short statement of the nature of the Deed—A Deed, whereby the debtor and surety jointly covenant to pay to all the creditors of the debtor, a composition of 10s. in the pound on the amount of their debts, by five instalments, first, of 1s. in the pound in cash, the second, of 1s. 6d. in the pound in two months, and the third, fourth and fifth, of 2s. 6d. each, at six, nine and twelve months after the date of the deed; the deed also being a security to the surety.

When left for Registration—21st 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—9795.

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—William Riches, of Wroxham, in the county of Norfolk, Shopkeeper and Licensed to sell Beer by Retail, and Licensed Dealer in Tea, Tobacco, and Snuff (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Beck, of Catfield, in the county of Norfolk, Miller (trustee).

A short statement of the nature of the Deed—Conveyance of all the debtor's estate and effects to the trustees, to be administered for the benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—21st November, 1864, at two 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—9796.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Assignment.

Date of Deed—1st November, 1864.

Date of execution by Debtor—1st November, 1864.

Name and description of the Debtor as in the Deed—Richard Mills, of Rochdale, in the county of Lancaster, Woollorter, (debtor), first part.

Names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Joseph Butterworth, of Ashworth, in the parish of Rochdale aforesaid, Farmer (trustee), second part, and the creditors, third part.

A short statement of the nature of the Deed—An Assurance of all the real and personal estate of the debtor to the trustee, upon trust, to administer the same for the benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—21st 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—9797.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—18th day of November, 1864.

Date of execution by Debtor—18th day of November, 1864.

Name and description of the Debtor, as in the Deed—John Beardall, of No. 57, Tottenham-court-road, in the county of Middlesex, Mantle Manufacturer (debtor.)

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Folland Lovering, of No. 13, King-street, Cheap-side, in the city of London, 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 creditors of the debtor, as in bankruptcy.

When left for Registration—21st day of 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—9798.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—17th day of November, 1864.

Date of execution by Debtor—17th day of November, 1864.

Name and description of the Debtor, as in the Deed—John Kirby, of No. 18, Oval, Hackney-road, in the county of Middlesex, Draper (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 agrees to pay his creditors two shillings in the pound, upon application, after registration of the deed; and a release by them.

When left for Registration—21st 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—9799.

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 descriptions of the Debtor, as in the Deed—William Wade, of the city of York, Publican (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Richard Nelson, of the said city of York, Brewer (trustee).

A short statement of the nature of the Deed—A Conveyance by debtor of all his estate and effects to trustee, to be administered for the benefit of the creditors of debtor, as in bankruptcy.

When left for Registration—21st 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—9800.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—17th November, 1864.

Date of execution by Debtor—17th November, 1864.

Name and description of the Debtor, as in the Deed—William Rimbron Jones, of No. 73, Long-acre, in the county of Middlesex, Hatter (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—Deed of Composition of five shillings in the pound, payable by the debtor to his creditors at the expiration of three calendar months from the date of the deed; and release from them to him of their debts.

When left for Registration—21st 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—9801.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—3rd November, 1864.

Date of execution by Debtor—3rd November, 1864.

Name and description of the Debtor, as in the Deed—George Horlick, of Castle-street, in the city of Bristol, Baker (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Charles Horlick, of Redcliff Hill, in the city of Bristol, Baker (surety), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor and the surety covenant to pay the debtor's creditors five shillings in the pound, by two instalments of two shillings and sixpence each, at two and four months from the date thereof (on demand); and a release to the debtor.

When left for Registration—22nd November, 1864, at half-past ten 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—9802.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—28th October, 1864.

Date of execution by Debtors—28th October, 1864.

Names and descriptions of the Debtors, as in the Deed—George Mayman, of Heckmondwike, in the county of York, Blanket Manufacturer, Miles Fearnley, of the same place, Blanket Manufacturer, and George Mayman the younger, of the same place, Blanket Manufacturer (debtor).

The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—Charles Oates, Matthew Firth, and Ben Walker, all of Heckmondwike aforesaid, Woolstaplers (trustees).

A short statement of the nature of the Deed—Conveyance by the debtors to the trustees of all their estate and effects, to be administered for the benefit of the debtors' creditors, as in bankruptcy.

When left for Registration—22nd 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—9803.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance 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—John Newton, of Preston, in the county of Lancaster, Manufacturer (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Boyes the younger, of the city of Manchester, Agent, Richard Calvert, of Walton-le-Dale, in the said county, Cotton Spinner, and William Seed, of Preston aforesaid, Cotton Spinner, second part; and the creditors 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 to the trustees, upon trust, for the equal benefit of the creditors of the debtor; and a release from them to him.

When left for Registration—22nd 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—9804.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—19th November, 1864.

Date of execution by Debtor—19th November, 1864.

Name and description of the Debtor, as in the Deed—George Barrell Robins, of Hardway, in the county of Hants, Cattle Dealer (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 agrees to pay to his creditors a composition of two shillings and sixpence in the pound, within six months from the registration of the deed; and a release from them to him.

When left for Registration—22nd 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, 122, 194, 196, and 198:—

Number—9805.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—The 16th day of November, 1864.

Date of execution by Debtor—The 16th day of November, 1864.

Name and description of the Debtor, as in the Deed—George Everett, of King Henry-street, Mildmay Park, Islington, in the county of Middlesex, Wine and Spirit Merchant and Retailer of Beer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Robert William Gray, of 14, Blackman-street, Southwark, in the county of Surrey, Licensed Victualler (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 debtor, as in bankruptcy.

When left for Registration—The 22nd day of 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—9807.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance for benefit of Creditors.

Date of Deed—28th October, 1864.

Date of execution by Debtor—28th October, 1864.

Name and description of the Debtor, as in the Deed—Robert William Alabaster, of Old Change, in the city of London, Warehouseman (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Milligan, of Dunstable, in the county of Bedford, Straw Manufacturer, and Spendlove Desborough, of Noble-street, in the city of London, Warehouseman (trustees).

A short statement of the nature of the Deed—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—22nd 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—9808.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance 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—James Lovell, of the town of Northampton, Leather Seller (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Shepard, of the said town, Leather Merchant, and John Robinson, of the said town, Carrier (trustees), of the second part; and the creditors, of the third part.

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; and release by the creditors to the debtor.

When left for Registration—22nd 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—9810.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Covenant.

Date of Deed—29th October, 1864.

Date of execution by Debtor—29th October, 1864.

Name and description of the Debtor as in the Deed—Joseph Henry Page, of Moorgate-street, in the city of

London, and of Stanley-street, Pimlico, in the county of Middlesex, Auctioneer and Stationer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Richard Keysell, of Fulham-road, in the county of Middlesex, Surveyor (trustee).

A short statement of the nature of the Deed—A Conveyance of all the debtor's estate and effects (except the remainder of his term and interest on an indenture of lease of certain premises, No. 134, Stanley-street, Pimlico), to the trustee, to be administered for the benefit of the debtor's creditors, as in bankruptcy; and a covenant by the debtor to assign the said lease whenever required.

When left for Registration—22nd November, 1864, at half-past two o'clock.

THE SEAL OF THE COURT.

ERRATUM.—In the London Gazette of Friday, November 18, 1864, page 5580, advertisement of Trust Deed, No. 9750, the name of debtor is advertised as David Reuren, whereas it should be David Renrew.

THIS is to give notice, that a meeting of creditors of Theodore Erich, of No. 77, Newgate-street, in the city of London, Foreign Glass Manufacturer, trading under the style of Franz Steigerwald, against whom a Petition for adjudication of Bankruptcy was filed in Her Majesty's Court of Bankruptcy, London, on the 20th July, 1864, will be held at the said Court of Bankruptcy, Basinghall-street, London, on the 6th day of December next, at twelve o'clock precisely, before William Hazlitt, Esq., a Registrar of the said Court, for the purpose of considering a proposal to be made by the bankrupt to arrange by deed and take the proceedings out of the Court, under the 185th section of the Bankruptcy Act, 1861.

THIS is to give notice, that a Meeting of the Creditors of William Barrett, of Sevenoaks, New Brompton and Chatham, all in the county of Kent, Coal Merchant, carrying on business under the style of The Kent Coal Company, by whom a Petition for adjudication of Bankruptcy was filed in Her Majesty's Court of Bankruptcy, London, on the 10th day of October, 1864, will be held at the Court of Bankruptcy, Basinghall-street, London, on the 5th day of December next, at eleven o'clock precisely, before Philip Henry Roche, Esquire, a Registrar of the said Court, for the purpose of considering a proposal to be made by the bankrupt to arrange by deed, and to take the proceedings out of the Court under the 185th section of the Bankruptcy Act 1861.

RICHARD HENRY RITCHIE, of Ivy-house, in Julien-street, in the parish of St. Mary in Liberty, at Tenby, in the county of Pembroke, Clerk in the Bank of Wales (Limited), having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Pembroke, holden at Pembroke, on the 5th day of October, 1864; notice is hereby given, that a public meeting of the creditors of the said bankrupt will be held at the Town Hall, Pembroke, on Monday the 5th day of December next, at half-past nine o'clock in the forenoon to consider the expediency of acceding to a proposal of accepting the sum of seven shillings and sixpence in the pound, by instalments of two shillings and sixpence in the pound, secured in full satisfaction of the bankrupt's debts.—Dated this 18th day of November, 1864.

Declaration of Dividend under a Petition, dated 26th July, 1862, against Samuel Shrimpton, of the High-street, Lymington, Southampton, Saddler and Harness Maker.

NOTICE is hereby given, that the First Dividend, at the rate of 2s. 6d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two of the clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of the Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 18, 1864.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 25th May, 1864, against John Harris, of No. 1, Oat-lane, Wood-street, Cheapside, Envelope Manufacturer.

NOTICE is hereby given, that a First Dividend, at the rate of 2s. 6d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited

at the proof of the debt be produced, except by the special direction of the Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 18, 1864.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 5th November, 1863, against Henry Bentinck Coathupe, of Abingdon-place, Kensington, Ship Owner, Mercantile Clock Maker, and Engraver on Metal.

NOTICE is hereby given, that the First Dividend, at the rate of 1½d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special direction of the Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 18, 1864.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 17th May, 1864, against Stephen Escudier, of the Terrace, Kensington, and of Rotherfield, Sussex, Surveyor and Estate Agent.

NOTICE is hereby given, that the First Dividend, at the rate of 7d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two of the clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special direction of the Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 18, 1864.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition dated 21st December, 1860, against Joseph Agate, of Emsworth, Hants, Grocer, Tallow Chandler, and Baker.

NOTICE is hereby given, that the Second Dividend, at the rate of 4½d. and 10s. 4½d. in the pound, to New Proofs, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 19th February, 1857, against William Sadgrove the younger and Richard Ragg, of Eldon-street, Finsbury, Cabinet Makers.

NOTICE is hereby given, that the Fifth Dividend, at the rate of 0½d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two, on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special direction of a 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 18, 1864.

E. W. EDWARDS, Official Assignee.

In the Matter of Esther Woolf, of Bellevue-place, Bromley Common, Kent. Dated 18th September, 1862.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 2s. 11½d. in the pound, upon application at my office, as under, on any Tuesday, between the hours of eleven and two of the clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 15, 1864.

H. H. STANSFELD, Official Assignee,
No. 5, Portugal-street, Lincoln's-inn, London.

In the Matter of Henry Agate, of Folkestone, in the county of Kent, Draper. Dated 11th January, 1862.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 3½d. in the pound, upon application at my office, as under, any Tuesday, between the hours of eleven and two. No Dividend will be paid without

the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 15, 1864.

H. H. STANSFELD, Official Assignee,
No. 5, Portugal-street, Lincoln's-inn, London.

In the Matter of William Curtis, of Oundle, in the county of Northampton, Innkeeper. Dated 4th November, 1862.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 2s. 8½d. in the pound, upon application at my office, as under, any Tuesday, between the hours of eleven and two of the clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 15, 1864.

H. H. STANSFELD, Official Assignee,
No. 5, Portugal-street, Lincoln's-inn, London.

In the Matter of John Wise Wilson, of No. 13, Upper Brunswick-terrace, Barnsbury-road, Islington, in the county of Middlesex, Surgeon. Dated 30th January, 1864.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 3s. 8½d. in the pound, upon application at my office, as under, on any Tuesday, between the hours of eleven and two o'clock. No Dividend can be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 15, 1864.

H. H. STANSFELD, Official Assignee,
No. 5, Portugal-street, Lincoln's-inn, London.

In the Matter of Henry Mann, of Church-road, Nechells, in the borough of Birmingham, Carrier and Agent.

I HEREBY give notice, that the creditors who have proved their debts under the above Petition for adjudication, bearing date the 23rd day of January, 1862, may receive a First Dividend of 10½d. in the pound, upon application at my office, as under, on any Thursday, between the hours of eleven and three. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 19, 1864.

GEORGE KINNEAR, Official Assignee,
No. 17, Waterloo-street, Birmingham.

In the Matter of Thomas Corbett, of Birmingham, in the county of Warwick, Licensed Victualler, Dealer and Chapman.

I HEREBY give notice, that the creditors who have proved their debts under the above Petition for adjudication, bearing date the 24th day of August, 1861, may receive a First Dividend of 2d. in the pound, upon application at my office, as under, on any Thursday, between the hours of eleven and three of the clock. No Dividend can be paid without the production of the securities exhibited at the time of proving the debts. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 19, 1864.

GEORGE KINNEAR, Official Assignee,
No. 17, Waterloo-street, Birmingham.

In Re George Smith, of Newcastle-upon-Tyne, Draper, against whom a Petition for adjudication of Bankruptcy, bearing date the 8th December, 1862, was duly filed.

I HEREBY give notice, that a First Dividend, at the rate of 2s. 10d. in the pound, on New Proofs (being in part of 4s. 10d. in the pound previously declared), 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 26th instant, or on any subsequent Saturday, between the hours of eleven and two o'clock. No Dividend will be paid without the production of every security exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will, or the letters of administration under which they claim.—November 18, 1864.

CHARLES J. LAIDMAN, Official Assignee,
Newcastle-upon-Tyne.

The Bankruptcy Act, 1861.

In the Court of Bankruptcy, London.

TAKE notice, that the Court acting in the prosecution of the adjudication of Bankruptcy made against John Marr Allan and Thomas Waller, of Lillypot-lane, in the city of London, Warehousemen and Copartners, trading under the style or firm of Allan and Waller, on the 12th

day of October, 1864, did, on the 17th day of November instant, annul such adjudication.—Dated this 22nd day of November, 1864.

The Bankruptcy Act, 1861.

Notice of Adjudications and First Meeting of Creditors.

William Wilson, of Kingsland-green, Kingsland, in the county of Middlesex, Merchant's Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 19th day of November, 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 5th 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. R. and C. Hodgson, of No. 10, Salisbury-street, Strand, are the Solicitors acting in the bankruptcy.

James Crichton, of the Baltic, Threadneedle-street, in the city of London, and of Panmure-street, Dundee, Scotland, Commission Agent and Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 18th day of November, 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 5th 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. Lawrance, Pews and Boyer, of No. 14, Old Jewry Chambers, are the Solicitors acting in the bankruptcy.

Robert Aldridge, of No. 3, Somerford-grove, Park-lane, Tottenham, Middlesex, Plumber and Builder, Dealer, and Chapman, lately in copartnership with William Redford, under the style of Redford and Aldridge, at No. 9, Tudor-street, Whitefriars, in the city of London, Builders and Decorators, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 18th day of November, 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 5th 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. Thomas Angell, of Guildhall-yard, Cheapside, is the Solicitor acting in the bankruptcy.

Henry William Butler, of Phipps-bridge, Merton, in the county of Surrey, Floor Cloth Manufacturer, 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 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 5th 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. Reed and Phelps, of No. 3, Gresham-street, are the Solicitors acting in the bankruptcy.

Thomas Maish, of Laurel-cottage, Poyle, in the county of Middlesex, being of no calling or occupation, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 17th day of November, 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 Mr. D. P. Neale, of No. 28, Canterbury-row, Kennington-road, Newington, is the Solicitor acting in the bankruptcy.

Susannah Bryan, now of No. 1, Vine-street, Westminster, in the county of Middlesex, formerly of Redditch, in the county of Worcester, Widow, Worker at a Needle Manufactory, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 17th day of November, 1864, is hereby required to surrender herself 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. Lewis and Lewis, of No. 10, Ely-place, are the Solicitors acting in the bankruptcy.

Harris Thompson Hunt (sued as H. T. Hunt), late of Stratford, in the county of Essex, Hair and Net Manufacturer, a Prisoner for Debt in the Gaol at Lewes, in the county of Sussex, having been adjudged a bankrupt by a Registrar of the County Court of Sussex, holden at Lewes, attending at the Prison aforesaid, on the 16th day of November, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy in London, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th 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. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

James Knapp, of No. 138, Manor-street, Clapham, in the county of Surrey, Coach Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 18th 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 6th 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. G. Bakley, of No. 32, King William-street, London, is the Solicitor acting in the bankruptcy.

Henry Wakenham Stear, of No. 4, Saint Benet's-place, Gracechurch-street, in the city of London, Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 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 6th 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. Ellis, Banister, and Co., of No. 12, Clement's-lane, London, are the Solicitors acting in the bankruptcy.

William Harris, of No. 14, Great Prescott-street, Goodman's-fields, in the county of Middlesex, Diamond Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 16th day of November, 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 6th 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. D. Woolf, of No. 17, King-street, Cheapside, London, is the Solicitor acting in the bankruptcy.

Charles Nathaniel Hammond and Frederick Hammond, of No. 15, Lower Whitecross-street, having workshops in Beech-lane, Barbican, both in the city of London, Tin and Zinc Plate Workers and Packing-case Makers, trading in copartnership under the style and firm of Hammond Brothers, the said Charles Nathaniel Hammond residing at No. 97, New North road, Hoxton, 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 15th 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 6th 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. Wood and King, of No. 7A, Basinghall-street, are the Solicitors acting in the bankruptcy.

William Wildman, of St. Neots, in the county of Huntingdon, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 15th 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 6th 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. Parker, Rooke, and Parkers, of No. 17, Bedford-row, London, are the Solicitors acting in the bankruptcy.

William Spicer Rose, (known and trading as William Rose,) of No. 2, Norris-street, Haymarket, 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 18th 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 6th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. F. Hill, of Basinghall-street, London, is the Solicitor acting in the bankruptcy.

William Wratten, of No. 50, Broad-street, Canterbury, in the county of Kent, having a Storehouse under the Corn Market at Ashford, in the same county, Tanner and Leather Dresser, Wholesale Glove and Gaiter Manufacturer, and Sailcloth Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 17th day of November, 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 6th 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. E. Doyle, of No. 2, Verulam-buildings, Gray's-inn, London, for T. T. Delannex, Canterbury, is the Solicitor acting in the bankruptcy.

James Murrell, of Chapel Field-road, in the city of Norwich, Glass and China Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 18th 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 8th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Sole, Turner, and Hardwick, of No. 68, Aldermanbury, London, for Miller, Son, and Bugg, of Norwich, are the Solicitors acting in the bankruptcy.

Henry Walter Seabrook, of No. 9, Gloucester-terrace, Park-walk, Chelsea, in the county of Middlesex, Clerk in the War Office, now a Prisoner for Debt in the custody of the Sheriff of Middlesex, at No. 1, Bream's-buildings, Chancery-lane, 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 19th day of November, 1864, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at 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. Hobbs and Seal, of No. 8, Serjeants' Inn, Fleet-street, London, are the Solicitors acting in the bankruptcy.

James Nardin, late in lodgings at the European Hotel, Liverpool, in the county of Lancaster, previously of No. 21, Wilmington-square, Clerkenwell, Middlesex, Importer of Swiss Watches, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at Lancaster Prison, on the 14th day of November, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy in London aforesaid, 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 14th 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. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

James Hall, of Eastbourne-house, Addison-road, Kensington, in the county of Middlesex, having been adjudged bankrupt under a Judgment Debtor Summons, sued out of Her Majesty's Court of Bankruptcy for the London District, on the 18th 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 14th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Lawrence, Plews, and Boyer, of No. 14, Old Jewry-chambers, are the Solicitors acting in the bankruptcy.

George Peter Lascari, of No. 3, Winchester-house, Old Broad-street, in the city of London, Insurance and Discount Agent, Dealer and Chapman, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in

London, on the 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 14th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. M. Abrahams, of No. 17, Gresham-street, is the Solicitor acting in the bankruptcy.

Frederick Smith, of No. 34, Fenchurch-street, in the city of London, Commission Merchant, trading under the style or firm of Frederick Smith, and Co., and residing at Sussex Villa, The Grove, Sydenham, 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 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 14th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Lawrance, Plews, and Boyer, of No. 14, Old Jewry Chambers, are the Solicitors acting in the bankruptcy.

George Conquest, of Whitton, near Hounslow, in the county of Middlesex, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 15th 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 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. E. Walker, of No. 5, Guildhall-chambers, is the Solicitor acting in the bankruptcy.

William Henry Elliot, formerly of No. 59, Lamb's Conduit-street, Foundling Hospital, in the county of Middlesex, Stationer and Money Lender, under the style or firm of the West Central Loan Society, then of No. 59, Lamb's Conduit-street, in the said county, and of No. 5, Holywell-street, Strand, in the said county, Stationer and Photographer, and now of No. 59, Lamb's Conduit-street aforesaid, Stationer, 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 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 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. F. Waldron, of No. 59, Lamb's Conduit-street, is the Solicitor acting in the bankruptcy.

George Gann, formerly of No. 3, Trinity-terrace, Acre-lane, Brixton, Surrey, and now of No. 7, Somerset-terrace, Cornwall-road, Brixton aforesaid, Carpenter, 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 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 two o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. J. H. Marshall, of No. 12, Hatton-garden, is the Solicitor acting in the bankruptcy.

Louis Elkan, of No. 9, Mincing-lane, in the city of London (trading as L. J. Elkan and Company and Roberts De Bruyn and Company), before then of No. 81, Watling-street, in the said city of London, and before then of No. 4, Gresham-street, in the said city of London (trading as Elkan and Company), Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 16th day of November, 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 14th day of December next, at one of the clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. A. J. Murray, of No. 20½, Great St. Helen's, is the Solicitor acting in the bankruptcy.

Henry Scholfield, of No. 4, Lansdown-terrace, Shakspear-road, Hornsey New Town, in the county of Middlesex, and of No. 102, High-street, Southwark, in the county of Surrey, Photographer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her

Majesty's Court of Bankruptcy, in London, on the 17th of November, 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 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. D. Webb, of No. 7, Lincoln's-inn-fields, is the Solicitor acting in the bankruptcy.

William James Epps the younger, of No. 23, Robertson-street, Hastings, in the county of Sussex, Seedsman, Florist, and Fruiterer, and formerly of Ashford, in the county of Kent, Nurseryman and Seedsman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 17th day of November, 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 14th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. T. H. Weeks, of No. 1, Falcon-square, is the Solicitor acting in the bankruptcy.

Samuel Hussey, formerly of the town and county of Poole, Draper, then of St. Mark's-crescent, Regent's Park, and now of No. 32, Norfolk-road, Hackney, both in the county of Middlesex, Commission Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 18th 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 14th 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. Durant, of No. 5, Guildhall-chambers, is the Solicitor acting in the bankruptcy.

Henry Dixon, of No. 42, Lower Camden-street, Birmingham, in the county of Warwick, Journeyman Spoon Maker, previously of No. 110½, Pope-street, Birmingham aforesaid, German Silver Spoon Manufacturer and Military Ornament 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 16th 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. Edwin Parry, of Birmingham, is the Solicitor acting in the bankruptcy.

Thomas Eaves, of the city of Coventry, Plumber, Glazier, and Painter, and General Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 29th day of October, 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 Messrs. Hodgson and Son, of Birmingham, are the Solicitors acting in the bankruptcy.

John Humfrey, of Gaolgate street and Crabbery-street, in the parish of Saint Mary, in the borough and county of Stafford, late Licensed Victualler, but now Beerhouse Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 17th day of November, 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 Messrs. Butters, Greatrex, and Butters, of Stafford, and Messrs. James and Griffin, of Birmingham, are the Solicitors acting in the bankruptcy.

John Kettle, of Birmingham, in the county of Warwick, Malt and Coffee Roaster and Dealer, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 17th 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 o'clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. Rawlins and Rowley, of Birmingham, are the Solicitors acting in the bankruptcy.

James Lewis, of Bodenham, in the county of Hereford, Labourer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 21st day of 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 9th 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. John Suckling, of Birmingham, is the Solicitor acting in the bankruptcy.

James Rookes, of Cardigan, in the county of Cardigan, Grocer and Provision Factor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 26th day of October, 1864, is hereby required to surrender himself to the Honourable Montague Wilde, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, 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.

John Symes, of the Bell Inn, Saint George's-road, in the city and county of Bristol, Innkeeper, Wheelwright, and Carpenter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 18th day of November, 1864, is hereby required to surrender himself to the Honourable Montague Wilde, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, 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. Clifton, Brooking, and Beckingham, of Bristol, are the Solicitors acting in the bankruptcy.

Andrew Perkins the younger, late of Upway, near Dorchester, in the county of Dorset, and now of Bridgwater, in the county of Somerset, Accountant, and late a Railway District Superintendent in India, 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 18th 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 one o'clock in the afternoon precisely, at the said Court, in Queen-street, Exeter. Mr. Mansfield Parkyns, of Queen-street, Exeter, is the Official Assignee, and Mr. P. O. H. Reed, of Bridgwater, and Mr. E. H. Clarke, of Exeter, are the Solicitors acting in the bankruptcy.

Thomas Henry Abell, now and since the 24th day of June last residing at No. 29, Treville-street, Plymouth, Devon, Fancy Draper, next previously for eight months at Chagford, Devon, Commercial Traveller, 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 19th 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 3rd of December next, at half-past twelve o'clock in the afternoon precisely, at the said Court, at the Athenæum, Plymouth. Mr. Mansfield Parkyns, of Queen-street, Exeter, is the Official Assignee, and Mr. Merlin Fryer, of Exeter, is the Solicitor acting in the bankruptcy.

Abel Schofield, of No. 19, Hanover-street, Liverpool, in the county of Lancashire, Commission Agent, and Proprietor of the Liverpool and Birkenhead County Court Gazette, and late a Prisoner for Debt in the Liverpool Borough Gaol at Walton, in the county aforesaid, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Liverpool District, attending at the Gaol aforesaid, on the 17th day of November, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Liverpool District, is hereby required to surrender himself to one of the Registrars of the said last-mentioned Court, at the first meeting of cre-

ditors to be held before the said Registrar, on the 3rd day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee.

William Joynson, of No. 22, Marsden-street, Liverpool, in the county of Lancaster, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 18th 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 3rd day of December next, at twelve of the clock at noon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and Thomas Etty, Esq., of Cable-street, Liverpool, is the Solicitor acting in the bankruptcy.

William Toplis, late of Greenside, Droylsden, in the county of Lancaster, Dairyman and Milkseller, 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 14th day of November, 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 2nd day of December next, at twelve of the clock at noon precisely, at the said Court, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee.

William Potter, of Milton-street, Chorlton-upon-Medlock, in the city of Manchester, Newspaper Agent, formerly of Clifford-street, Chorlton-upon-Medlock aforesaid, Bath Proprietor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 17th 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 Mr. Daniel Boote, of Manchester, is the Solicitor acting in the bankruptcy.

James Owen, of No. 117, Stretford New-road, in Hulme, in the city of Manchester, and county of Lancaster, Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 18th 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 6th 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 Mr. Frederick C. Hulton, of Salford, is the Solicitor acting in the bankruptcy.

William Greenwood, of Blackburn, in the county of Lancaster, 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 9th 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 5th day of December next, at twelve of the 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. John Richardson, of Manchester, is the Solicitor acting in the bankruptcy.

John McCulloch, of Stockton-on-Tees, in the county of Durham, Tea Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Newcastle-upon-Tyne District, on the 18th day of November, 1864, is hereby required to surrender himself to William Sydney Gibson, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at twelve o'clock at noon precisely, at the said Court, at Newcastle-upon-Tyne. Mr. Charles John Laidman, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. Thomas Simpson, of Yarm, or Messrs. Griffith and Crighton, of Newcastle-upon-Tyne, are the Solicitors acting in the bankruptcy.

William Crudge, of Bampton, in the county of Devon, Cabinet Maker, having been adjudged bankrupt under a

Petition for adjudication of Bankruptcy, filed in the County Court of Devonshire, holden at Tiverton, on the 17th day of November, 1864, is hereby required to surrender himself to John Daw the younger, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at eleven o'clock in the forenoon precisely, at the said Court. John Daw the younger is the Official Assignee, and Thomas Row Densham, of Bampton, Devon, is the Solicitor acting in the bankruptcy.

James Rome, late of No. 13, Lancaster-street, Hulme, in the county of Lancaster, Machine Broker, late a Prisoner for Debt in the Manchester City Gaol, having been adjudged bankrupt by a Registrar of the Manchester Court of Bankruptcy, attending at the said Gaol, on the 19th day of October, 1864, and the adjudication being directed to be prosecuted at the County Court of Lancashire, holden at Salford, is hereby required to surrender himself to Mr. Frederick Copley Hulton, the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 3rd day of December next, at half-past nine of the clock in the forenoon precisely, at the Court-house, Encombe-place, Salford. Mr. Frederick Copley Hulton is the Official Assignee.

Samuel Hundley, of the London-road, in the parish of Saint Peter-the-Great, in the city of Worcester, Baker, Grocer, and Provision Merchant, 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 November, 1864, is hereby required to surrender himself to John Hill, Gentleman, 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 Guildhall, Worcester. Mr. John Hill, of Worcester, is the Official Assignee, and Mr. Thomas Abrahall Wilson, of Worcester, is the Solicitor acting in the bankruptcy.

John Steele Flint, late Manager of the Goods Station of the South-Eastern Railway at Tonbridge Wells, in the county of Kent, but now of No. 2, Norway-place, Old Station-road, Tonbridge Wells aforesaid, out of business or employ, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Tonbridge Wells, on the 18th day of November, 1864, is hereby required to surrender himself to Sydney Alleyne, Esq., 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 three o'clock in the afternoon precisely, at the said Court. Sydney Alleyne, Esq., of Tonbridge Wells, is the Official Assignee, and William Charles Cripps, Esq., of Tonbridge Wells, is the Solicitor acting in the bankruptcy.

Algernon Sydney Williams, formerly of No. 45, Full-street, and Iron-gate, Derby, in the county of Derby, Engraver and Printer, then of No. 46, Full-street, Derby aforesaid (in lodgings), Engraver, and now of Castle-place, Derby aforesaid (in lodgings), Engraver, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Derby, on the 19th 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 5th day of December next, at twelve of the clock at noon precisely, at the County-hall, Derby. George Henry Weller, of Derby, is the Official Assignee, and Jeremiah Briggs, of Derby, is the Solicitor acting in the bankruptcy.

Robinson Fenwick, late of North Seaton Colliery, in the county of Northumberland, Working Pitman, having been adjudged bankrupt by the Registrar of the Court of Bankruptcy at Newcastle-upon-Tyne, attending at Morpeth Gaol, on the 11th day of November, 1864, and the adjudication having been directed to be prosecuted in the County Court of Northumberland, holden at Morpeth, is hereby required to surrender himself to Francis Brumell, the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at six o'clock in the afternoon precisely, at the County Court Office, Morpeth. Mr. Francis Brumell, of Morpeth, is the Official Assignee, and Mr. W. L. Dodd, of Blythe, is the Solicitor acting in the bankruptcy.

Mary Eaton and Henry John Eaton, of Wimborne Minster, in the county of Dorset, Builders, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in the County Court of Dorsetshire, holden at Wimborne Minster, on the 16th day of November, 1864, are hereby required to surrender themselves to Thomas Rawlins, 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 ten o'clock in the forenoon pre-

cisely, at the said Court. Thomas Rawlins is the Official Assignee, and Henry Moore, of Wimborne Minster, is the Solicitor acting in the bankruptcy.

John Clennell Tate, at present residing at lodgings at No. 71, Percy-street, Newcastle-upon-Tyne, Engraver and Ticket Writer, previously residing at No. 8, Terrace-place, and carrying on business as an Engraver, Lithographer, and Ticket Writer, at No. 62, Grainger-street, both in Newcastle-upon-Tyne aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northumberland, holden at Newcastle, 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 3rd day of December next, at eleven o'clock in the forenoon precisely, at the Guildhall, Newcastle-upon-Tyne. Mr. John Clayton, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. Joseph George Joel, of Newcastle-upon-Tyne, is the Solicitor acting in the bankruptcy.

John Shaw the younger, of Hoyland Common, in the county of York, Mason, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Barnsley, on the 16th day of August, 1864, and the first meeting of creditors having been adjourned from the 30th day of August to the 15th day of December, 1864, is hereby required to surrender himself to Mr. William Shepherd, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 15th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. William Shepherd, of Barnsley, is the Official Assignee, and Mr. Charles Edward Broadbent, of Sheffield, is the Solicitor acting in the bankruptcy.

James Dunkin, of Minera, in the county of Denbigh, Mine Agent, having been adjudged bankrupt by the Registrar of the County Court of Denbighshire, holden at Ruthin, attending at Ruthin Gaol, on the 8th day of November, 1864, and the adjudication being directed to be prosecuted at the County Court of Denbighshire, holden at Wrexham, is hereby required to surrender himself to Thomas Edgworth, a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at ten o'clock in the forenoon precisely, at the County Court Office, Wrexham. Mr. Thomas Edgworth is the Official Assignee.

James Measures, of Peterborough, in the county of Northampton, Baker and Confectioner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Peterborough, on the 16th day of November, 1864, is hereby required to surrender himself to Mr. William Daniel Gaches, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 3rd day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. William Daniel Gaches, of Peterborough, is the Official Assignee, and Mr. John Taylor, of Peterborough, is the Solicitor acting in the bankruptcy.

Thomas Robinson, of Leigh, in the county of Essex, Innkeeper and Fisherman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in form a pauperis), filed in the County Court of Essex, holden at Chelmsford, on the 3rd day of November, 1864, and the adjudication being directed to be prosecuted at the County Court of Essex, holden at Rochford, is hereby required to surrender himself to William Swaine, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 28th day of November instant, at two o'clock in the afternoon precisely, at the County Court-house, Rochford. The said Registrar is the Official Assignee, and Mr. W. W. Duffield is the Solicitor acting in the bankruptcy.

Mary Nickson, of Blackpool, within Layton with Warbreck, in the county of Lancaster, Milliner and Dress-maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Poulton, on the 16th of November, 1864, is hereby required to surrender herself to Edward John Pattenon, 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 Court-house, Poulton. The said Registrar is the Official Assignee, and Mr. Edward Brierley, of Blackpool, is the Solicitor acting in the bankruptcy.

James Garner, formerly of Northampton, in the county of Northampton, Fishmonger and Dealer in Game, afterwards of Towcester, in the same county, Fishmonger, and now of Northampton aforesaid, Fishmonger, having been

adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Northampton, on the 17th day of November, 1864, is hereby required to surrender himself to William Dennis, Gentleman, 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, Sheep-street, Northampton. William Dennis, Gentleman, of Northampton, is the Official Assignee, and Messrs. Sheild and White, of Derigate, Northampton, are the Solicitors acting in the bankruptcy.

John Kenningham, of No. 5, Union-terrace, Cheetham-hill, in the township of Broughton, near Manchester, in the county of Lancaster, School Keeper and Teacher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Salford, on the 18th day of November, 1864, is hereby required to surrender himself to Mr. Frederick Copley Hulton, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 3rd day of December next, at half-past nine o'clock in the forenoon precisely, at the Court-house, Encombe-place, Salford. Mr. Frederick Copley Hulton is the Official Assignee, and Mr. John Farrington, of Manchester, is the Solicitor acting in the bankruptcy.

John Shuttleworth, of Kelbrook, in the parish of Thornton, in the county of York, Innkeeper, Butcher and Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Skipton, on the 18th day of November, 1864, is hereby required to surrender himself to Mr. Charles Carr, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at half-past two o'clock in the afternoon precisely, at the said Court. Mr. Charles Carr, of Gomersal, is the Official Assignee, and Mr. George Robinson, of Skipton, is the Solicitor acting in the bankruptcy.

John Reynolds, of Kay-street, Little Bolton, Bolton-le-Moors, in the county of Lancashire, late of Monckieff-street, Bolton-le-Moors aforesaid, Commission Agent, and Dealer in Brattice Cloth, late a Prisoner in the Gaol of Lancaster, in the county of Lancashire, having been adjudged bankrupt at the County Court of Lancashire, holden at Lancaster, on the 11th day of November, 1864, and the proceedings having been transferred to the County Court of Lancashire, holden at Bolton, is hereby required to surrender himself to Thomas Holden, Esq., the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at ten o'clock in the forenoon precisely, at the County Court Office, Mawdsley-street, Bolton. The said Registrar is the Official Assignee, and Messrs. H. M. Richardson and Brandwood, of No. 18, Wood-street, Bolton, are the Solicitors acting in the bankruptcy.

John Fletcher, of Middle Britton-street, New Brompton, in the county of Kent, Baker, and late of Manor-street, Brompton, in the said county of Kent, Baker, Grocer, and Confectioner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Rochester, on the 18th day of November, 1864, is hereby required to surrender himself to George Brindley Acworth, 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 two o'clock in the afternoon precisely, at the said Court. George Brindley Acworth, of Rochester, is the Official Assignee, and William Webb Hayward, of Rochester, is the Solicitor acting in the bankruptcy.

Richard Robert Hellier Searle, formerly residing at Vincent Cottage, in the parish of Compton Gifford, in the county of Devon, and now of No. 10, Portland-place, in the borough of Plymouth, in the said county, but carrying on business at No. 23, Tavistock road, in Plymouth aforesaid, as Chemist, Druggist, and Dentist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Devonshire, holden at East Stonehouse, on the 17th day of November, 1864, is hereby required to surrender himself to Parmenas Pearce, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Parmenas Pearce, Esq., of St. George's-hall, East Stonehouse, is the Official Assignee, and Messrs. Edmonds and Sons, of No. 8, Parade, Plymouth, are the Solicitors acting in the bankruptcy.

Benjamin Parker Hudson, of Leeds, in the county of York, in lodgings, out of business, previously of Leeds aforesaid, Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the

County Court of Yorkshire, holden at Leeds, on the 17th 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 2nd day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. John William Sangster, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

Robert Steel, of Wortley, near Leeds, in the county of York, Cordwainer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 17th 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 2nd day of December next, at twelve 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.

John Wood, late of the Clarence Hotel, Clarence-street, Sheffield, in the county of York, Beerhouse Keeper, but now in lodgings at Aberdeen-street, in Sheffield aforesaid, Table Knife Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Sheffield, on the 18th 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 8th 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. Micklethwaite, of Sheffield, is the Solicitor acting in the bankruptcy.

Robert Wilson, of No. 23, Stoke-street, in the parish of Saint Mary Stoke, Ipswich, in the county of Suffolk, Pig and Cattle Dealer and General Jobber, and late a Prisoner for Debt in the County Gaol of Suffolk, at Ipswich, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Ipswich, on the 17th day of November, 1864, is hereby required to surrender himself to Mr. Charles Pretyma, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Silent-street, Ipswich. The Registrar of the Court is the Official Assignee, and Mr. Edward Pownall, of King-street, Ipswich, is the Solicitor acting in the bankruptcy.

William Hatley, of Nixon-street, Jarrow, in the county of Durham, lately of Belford, in the county of Northumberland, General Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northumberland, holden at Belford, on the 18th day of November, 1864, is hereby required to surrender himself to Mr. William Stephen Daglish, 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 County Court Office, Belford. Mr. William Stephen Daglish, of Belford, is the Official Assignee, and Messrs. Scaife and Britton, of the Royal-arcade, Newcastle-upon-Tyne, are the Solicitors acting in the bankruptcy.

James Commins Tremlett, of Kerswell, in the parish of Broadhembury, in the county of Devon, Shoemaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Devonshire, holden at Honiton, on the 18th day of November, 1864, is hereby required to surrender himself to Mr. Edmund Stamp, 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 Court House in Honiton. Mr. Edmund Stamp is the Official Assignee, and Thomas Floud, Esq., of Exeter, is the Solicitor acting in the bankruptcy.

John Ratcliffe, of Willow Cot, Longton, in the parish of Stoke-upon-Trent, in the county of Stafford, Baker and Confectioner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton, on the 14th day of November, 1864, is hereby required to surrender himself to William Keary, Gentleman, 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 Office of the said Court, at the Townhall, Stoke-upon-Trent. The said Registrar is the Official Assignee, and Messrs. Edmund and Alfred Tennant, of Hanley, are the Solicitors acting in the bankruptcy.

Shadrach Mansell, of Kildsgrove, in the county of Stafford, Puddler, having been adjudged bankrupt by the Registrar of the County Court of Staffordshire, holden at Stafford, attending at the Gaol at Stafford, on the 17th day of October, 1864, and the adjudication being directed to be prosecuted in the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, is hereby required to surrender himself to Edward Challinor, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Lamb-street, Hanley. Mr. Edward Challinor, of Hanley, is the Official Assignee.

Luther Nixon, of Stafford, in the county of Stafford, Shoe Manufacturer and Grocer, having been adjudged bankrupt by a Registrar of the County Court of Staffordshire, holden at Stafford, attending at the Stafford County Gaol, on the 14th day of November, 1864, and the adjudication being directed to be prosecuted at the County Court of Staffordshire, holden at Stafford, is hereby required to surrender himself to George Spilsbury, 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 ten o'clock in the forenoon precisely, at the County Court Office, Bank-passage, Stafford. George Spilsbury, Esq., is the Official Assignee.

James Gallimore, of Nottingham-road, Ilkeston, in the county of Derby, Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Belper, on the 17th day of November, 1864, is hereby required to surrender himself to Mr. William Machin Ingle, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at two of the clock in the afternoon precisely, at the Registrar's Chambers, in Belper. Mr. William Machin Ingle is the Official Assignee, and Mr. Godfrey Heathcote, of Nottingham, is the Solicitor acting in the bankruptcy.

Henry Taylor, of Blowick, in the parish of North Meol's, in the county of Lancaster, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Ormskirk, on the 18th day of November, 1864, is hereby required to surrender himself to William Welsby, 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 ten o'clock in the forenoon precisely, at the said Registrar's Office, in Derby-street, Ormskirk. William Welsby, Esq., of Ormskirk and Southport, is the Official Assignee, and Mr. Francis Joseph Higginbottom, of Southport, is the Solicitor acting in the bankruptcy.

William Cox, of the Coppice Coseley, in the parish of Seagley, in the county of Stafford, Furniture Broker, Grocer, Provision and General Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Dudley, on the 29th day of October, 1864, is hereby required to surrender himself to Thomas Walker, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Thomas Walker, Esq., Registrar of the said Court, is the Official Assignee, and Mr. Robert Henry Bartlett, of Wolverhampton, 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.

Benjamin Ifill, of Tollington-place, Hornsey-road, in the county of Middlesex, Gentleman, formerly of Jefferys-square, Saint Mary Axe, in the city of London, a Shareholder in, or part Proprietor of, the Barry Island Slate Quarry, also of Craven Hill Gardens, Bayswater, in the said county of Middlesex, and then of Camden Hill-road, Kensington, in the said county, Gentleman, 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 June, 1864, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 14th 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. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Surr and Gribble, of No. 12, Abchurch-lane, London, are the Solicitors acting in the bankruptcy.

John Horwell, of No. 65, Leather-lane, Holborn, and No. 58, Brill-row, Somers Town, 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 1st 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 before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 15th day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

William Charles Read, of No. 2, Gun-lane, West India Dock-road, Limehouse, in the county of Middlesex, Instructor in Gunnery, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 2nd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 15th day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

James Roberts, of No. 18, Margaret-street, Hackney Fields, Middlesex, Plumber, Gas Fitter, and House Decorator, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 1st 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 before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 15th day of December next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Charles James Blackhall, of No. 126, Saint John's-road, Hoxton, in the county of Middlesex, Journeyman Pianoforte Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 2nd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 19th day of December next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Robert Smith, of No. 32, Chalk Farm-road, Camden Town, 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 1st 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 before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 19th day of December next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Linklater and Hackwood, of No. 7, Walbrook, London, are the Solicitors acting in the bankruptcy.

George Powell, formerly of No. 1, Belmont-terrace, High-street, Peckham, in the county of Surrey, trading there in partnership with Caroline Francis Thompson, under the style or firm of Powell and Thompson, as Dealers in Berlin Wool and Fancy Articles, next residing at several friends houses, Commercial Traveller to Messieurs Charles Thomas, and Reynolds, No. 26, Milk-street, Cheap-side, in the city of London, his wife and family then residing at Ramsgate, in the county of Kent, and next and now of No. 3, Cranmer-terrace, Cranmer-road, Brixton, in the county of Surrey, Commercial Traveller, his wife and family still residing at Ramsgate aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 3rd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 19th day of December next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

John Breese Jones, of No. 7, Upper Berkeley-street West, Hyde-park, in the county of Middlesex, Shirt Tailor and Collar Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 3rd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-law, a Commissioner of the said Court, on the 21st day of December next, at the said Court at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. B. Peverley, of No. 73, Coleman-street, London, is the Solicitor acting in the bankruptcy.

James Godier (sued as James Goodiar, and as James Goodyear), of No. 14, London-street, North-street, White-chapel, and also of Gouldstone-street, Whitechapel, both in the county of Middlesex, and carrying on business at Billingsgate-market, in the city of London, as a Fish Salesman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 2nd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, the Commissioner of the said Court, on the 21st day of December next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. G. Cordwell, of No. 22, College-hill, London, is the Solicitor acting in the bankruptcy.

Robert Atkin, of Chapel End, Walthamstow, in the county of Essex, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 2nd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 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. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. C. Smith, of No. 13, Tokenhouse-yard, London, is the Solicitor acting in the bankruptcy.

Thomas Morris, of Daventry, in the county of Northampton, Commercial Clerk, formerly carrying on business at Brentford, in the county of Middlesex, in copartnership with William Morris, as Grocers, Ironmongers, Oil and Colourmen, under the style or firm of Morris, Brothers,

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, a public sitting; for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 21st day of December next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Alfred John Hall, of No. 78, Old Broad-street, in the city of London, Stationer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 5th day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 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. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. H. J. Preston, of Austin-friars, London, is the Solicitor acting in the bankruptcy.

William Francis Crofts, formerly carrying on business at No. 74, Mortimer-street, Cavendish-square, Printer, Stationer, and Advertising Agent, and then residing at No. 24, Hawley-road, Kentish Town, both in the county of Middlesex, and then and now of Denmark-street, Camberwell, in the county of Surrey, Commission Agent, and now residing at No. 1, East-lane, Bermondsey, in the said county of Surrey, Commercial Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 5th day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 22nd day of December next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. Bartley, of No. 10, Bucklersbury, London, is the Solicitor acting in the bankruptcy.

William Morris, of New Village, in the parish of Wolverhampton, in the county of Stafford, Railway Porter, formerly carrying on business at Brentford, in the county of Middlesex, in copartnership with Thomas Morris, as Grocers, Ironmongers, Oil and Colourmen, under the style or firm of Morris, Brothers, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 3rd day of November, 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 22nd 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.

Zachary Mudge Mallock, of Paignton, in the county of Devon, a Retired Colonel of the Bengal Royal Artillery, 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 3rd 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 before Biggs Andrews, Esq., the Commissioner of the said Court, on the 2nd day of January 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. Charles Kitson, of Torquay, and Mr. Merlin Fryer, of Exeter, are the Solicitors acting in the bankruptcy.

Isaac Govier, of Alma-street, Taunton, in the county of Somerset, Innkeeper, and Timber and Hay Dealer, and late a Prisoner for Debt in the Somerset County Prison, at Taunton, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Exeter District, on the 29th day of October, 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 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. Pinchard and Son, of Taunton, and Mr. E. H. Clarke, of Exeter, are the Solicitors acting in the bankruptcy.

Edwin Fox Jackson, of High-street, in Sheffield, in the county of York, Fancy Goods Dealer and Shipping Agent, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 17th 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 Scrope Ayrton, Esq., a Commissioner of the said Court, on the 13th day of December next, at the said Court, at the Council-hall, Sheffield, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Theophilus Carrick, of Sheffield, is the Official Assignee, and Messrs. Cooper and Son, of Manchester, and Mr. J. W. P. Smith, of Sheffield, are the Solicitors acting in the bankruptcy.

Francis Thompson, of Amber Mills, near Alfreton, in the county of Derby, Mustard 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 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 William Scrope Ayrton, Esq., a Commissioner of the said Court, on the 6th day of December next, at the said Court, at the Council-hall, Sheffield, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Theophilus Carrick, of Sheffield, is the Official Assignee, and Mr. M. Jessop, of Crick, is the Solicitor 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, Towerlands-street, Edge-hill, Liverpool aforesaid, in copartnership with the late John Jones, under the style or firm of John and William Jones, Builders, 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 day of December next, at the said Court, at Liverpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Charles Turner, of No. 53, South John-street, Liverpool, is the Official Assignee, and Sidney Otway Husband, Esq., of Cuthbert's-buildings, Clayton-square, Liverpool, is the Solicitor acting in the bankruptcy.

Albert Negenborn, of No. 9, South Castle-street, Liverpool, in the county of Lancaster, Commission Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 31st day of October, 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 15th day of December next, at the said Court, at Liverpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and Messrs. Forshaw, Goodman and Hawkins, of Sweeting-street, Liverpool, are the Solicitors acting in the bankruptcy.

Constantine Giovanni Cucusopulo, of Liverpool, in the county of Lancaster, out of business, formerly of Smyrna, in Turkey, Merchant, and carrying on business in copartnership with others in Liverpool aforesaid, Merchants, under the style or firm of Cucusopulo and Company, 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 2nd day of December, 1863, a public sitting, for the said bankrupt to pass his Last Examination (having previously been adjudged sine die), and make application for his Discharge, will be held before Henry James Perry, Esq., the Commissioner of the said Court, on the 6th day of December next, at the said Court, at Liverpool, at eleven of the clock in the forenoon precisely, the day last aforesaid being

the day limited for the said bankrupt to surrender. Charles Turner, Esq., of No. 53 South John-street, Liverpool, is the Official Assignee, and Messrs. Rowley and Son, of Manchester, are the Solicitors acting in the bankruptcy.

Robert Jones, of Abergelle, in the county of Denbigh, Printer and Bookseller, 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 1st 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 before Henry James Perry, Esq., the Commissioner of the said Court, on the 15th 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. Evans, Son, and Sandys, of Commerce-court, Lord-street, Liverpool, are the Solicitors acting in the bankruptcy.

Richard Birch, of Hygeia-street, Liverpool, in the county of Lancaster, 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 of the 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.

Ebenezer Holgate and John Walmsley Holgate, of Over Darwen, in the county of Lancaster, Upholsterers and Copartners, Dealers and Chapmen, 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 21st 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 William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 23rd 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 bankrupts to surrender. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Wheeler, Dean, and Kendall, of Over Darwen, and Messrs. Cobbett and Wheeler, of Manchester, are the Solicitors acting in the bankruptcy.

John Duckworth and Christopher Parker, both of Rish-ton, near Blackburn, in the county of Lancaster, Manufacturers, and trading there in copartnership together under the style or firm of Duckworth and Parker, 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 22nd 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 William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 21st day of December next, at the said Court, at Manchester, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupts 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.

Betty Gordon, late of Market-street, Burnley, in the county of Lancaster, Assistant to a Pork Butcher, formerly Pork Butcher, 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 October, 1864, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 21st day of December next, at the said Court, at Manchester, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Backhouse and Whitam, of Burnley, and Messrs. Cobbett and Wheeler, of Manchester, are the Solicitors acting in the bankruptcy.

John Murphy, of the city of Manchester, in the county of Lancaster, Accountant and General Agent, and formerly

carrying on business in copartnership with James McEvoy, under the style or firm of McEvoy and Murphy, in the said city of Manchester aforesaid, as Accountants and General Agents, 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 1st 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 before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 20th day of December next, at the said Court, at Manchester, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. Robert Swan, of Manchester, is the Solicitor acting in the bankruptcy.

James Dean, of Burnley, in the county of Lancaster, Tailor and Draper, 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 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 15th 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 Messrs. Backhouse and Whitam, of Burnley, and Messrs. Cobbett and Wheeler, of Manchester, are the Solicitors acting in the bankruptcy.

William Baldock Gilbert, of Bridgwater, in the county of Somerset, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Bridgwater, 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 Bridgwater, on the 9th day of December next, at nine o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Henry Lovibond, of Bridgwater, is the Official Assignee, and Paul Reed, of Bridgwater, is the Solicitor acting in the bankruptcy.

James Taylor Ashworth (commonly known as James Taylor), of Buersill Head, near Rochdale, in the county of Lancaster, Farm Labourer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Oldham, 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 at the said Court, at Oldham, on the 16th 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. John Summerscales, of Oldham, is the Official Assignee, and Mr. T. W. Whitehead, of Rochdale, is the Solicitor acting in the bankruptcy.

John Kay Rigby, of No. 6, Thomas-street, in Bury, in the county of Lancaster, Tin Plate Worker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Bury, 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 at the said Court, at the Townhall, Bury, on the 28th 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 Mr. Frederic Anderton, of Bury, is the Solicitor acting in the bankruptcy.

Robert Haigh, of No. 32, Fleet-street, in Bury, in the county of Lancaster, Tobaccoist and Hairdresser, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Bury, on the 3rd 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 Townhall, Bury, on the 28th 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 Mr. Frederic Anderton, of Bury, is the Solicitor acting in the bankruptcy.

Richard Wallhead, of North Collingham, in the county of Nottingham, Cottager, Fruiterer, and Market Gardener, having been adjudged bankrupt under a Petition for ad-

Judication of Bankruptcy, filed in the County Court of Nottinghamshire, holden at Newark, 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 County Sessions Room, in Newark-upon-Trent, on the 31st 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. William Newton, of Newark-upon-Trent, is the Official Assignee, and Mr. William Edward Ashley, of Newark-upon-Trent, is the Solicitor acting in the bankruptcy.

James James, of the Duke Inn, Beaufort Hill, Beaufort in the county of Brecon, Innkeeper and Pig Dealer, previously a Police Officer in the Breconshire Constabulary, and before then of Talgarth, in the said county of Brecon, Dealer in Figs, Corn, and Provisions, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Monmouthshire, holden at Tredegar, on the 1st 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 before John Maurice Herbert, Esq., the Judge of the said Court, on the 14th day of December next, at eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Horace Shepard, of Tredegar, is the Official Assignee, and Messrs. Simons and Plews, of Merthyr Tydfil, are the Solicitors acting in the bankruptcy.

John John, late in lodgings at East-terrace, Cardiff, in the county of Glamorgan, out of business and employment, previous thereto of the White Lion Beerhouse, John-street, Cardiff aforesaid, Beer Retailer, and formerly of Tredegar-street, Cardiff, in the same county, Haulier, prior to which of Downs Farm, St. Andrews, in the same county, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Glamorganshire, holden at Cardiff, 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 the Townhall, Cardiff, on the 22nd 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 Francis Langley, of Saint Mary-street, Cardiff, is the Official Assignee.

John Parton, of No. 8, Ashley-street, in the borough of Hanley, in the county of Stafford, Carter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, on the 8th 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, Hanley, 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. Mr. Edward Challinor, of Hanley, is the Official Assignee, and Mr. Alfred Tennant, of Hanley, is the Solicitor acting in the bankruptcy.

John Cooper, of New-street, Hanley, in the county of Stafford, Beerseller and Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, on the 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 at the said Court, at the Townhall, Hanley, 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. Mr. Edward Challinor, of Hanley, is the Official Assignee, and Mr. Frederick William Tomkinson, of Burslem, is the Solicitor acting in the bankruptcy.

William Miller, of Newcastle-street, Burslem, in the county of Stafford, Beerseller and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, on the 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 Townhall, Burslem, on the 8th 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. Edward Challinor, of Hanley, is the Official Assignee, and Mr. Daniel Stephen Sutton, of Burslem, is the Solicitor acting in the bankruptcy.

Joseph Mills, of John-street, Hanley, in the county of Stafford, Brick Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Hanley,

Burslem, and Tunstall, on the 3rd 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 Townhall, Hanley, 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. Mr. Edward Challinor, of Hanley, is the Official Assignee, and Mr. Alfred Tennant, of Hanley, is the Solicitor acting in the bankruptcy.

Thomas Boulton, formerly of Longport, Burslem, in the county of Stafford, Grocer and Potter, but now of Long-bridge Hayes, in the parish of Wolstanton, in the said county, Potter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, on the 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 Townhall, Hanley, 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. Mr. Edward Challinor, of Hanley, is the Official Assignee, and Mr. Frederick William Tomkinson, of Burslem, is the Solicitor acting in the bankruptcy.

John Carter, of Weaverham, in the county of Chester, Grocer and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Northwich, 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 Northwich, 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. Christopher Cheshire, of Northwich, is the Official Assignee, and Mr. J. L. Trafford, of Northwich, is the Solicitor acting in the bankruptcy.

James Allott, late of Mexbro', in the county of York, late Beer-house Keeper, but now of Swinton, in the said county, Coal Miner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Rotherham, 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 at the said Court, at the Court House, Rotherham, on the 23rd 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. Edward Newman and William Fretwell Hoyle are the Official Assignees, and Mr. William Hirst, of Rotherham is the Solicitor acting in the bankruptcy.

John Thompson, of Northwold, in the county of Norfolk, Grocer and Draper, and Dealer in Bread and Flour, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Norfolk, holden at Thetford, on the 16th 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 at the said Court, at Thetford, on the 9th 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. Robert Eagle Clarke, of Thetford, is the Official Assignee, and Jonas Walpole, of Northwold, is the Solicitor acting in the bankruptcy.

John Hill, formerly of East Budgford, in the county of Nottingham, Grocer and Druggist, and now of Holbeach Saint John, in the parish of Holbeach, in the county of Lincoln, Schoolmaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Holbeach, 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 the Public-rooms, in Holbeach, on the 15th 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. Richard Caparn, Esq., of Holbeach, is the Official Assignee, and Arthur Percival, Esq., of Spalding, is the Solicitor acting in the bankruptcy.

John Richardson, late a Prisoner for Debt in Norwich Castle, previously of Bridge-street, Thetford, in the county of Norfolk, Journeyman Wheelwright and Carpenter, before that of Hickling, in the county of Norfolk, Wheelwright and Carpenter, having been adjudged bankrupt by a Registrar of the County Court of Norfolk, holden at Norwich, attending at the Gaol of Norwich Castle, on the 13th day of September, 1864, and the adjudication being directed to be prosecuted at the County Court of Norfolk,

holden at Thetford, 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 Thetford, on the 9th day of December next, at eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Robert Eagle Clarke, of Thetford, is the Official Assignee, and John Goldsmith Atkinson, of Norwich, is the Solicitor acting in the bankruptcy.

John Eaton, of No. 97, Upper Thrift-street, in the town of Northampton, in the county of Northampton, Commercial Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Northampton, 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 Northampton, on the 11th day of January next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Dennis, Gentleman, of Northampton, is the Official Assignee, and Mr. William Shoosmith, of Northampton, is the Solicitor acting in the bankruptcy.

Thomas Dillow, of Moulton, in the county of Northampton, Labourer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Northampton 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 Northampton, on the 11th day of January next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Dennis, Gentleman, of Northampton, is the Official Assignee, and Mr. Thomas Cook, of Wellingborough, is the Solicitor acting in the bankruptcy.

James Jacob, of No. 15, Wellingborough-road, in the town of Northampton, in the county of Northampton, Carpenter and Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Northampton, 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 at the said Court at Northampton, on the 11th day of January next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Dennis, Gentleman, of Northampton, is the Official Assignee, and Messrs. Becke and Son, of Northampton, are the Solicitors acting in the bankruptcy.

James Allen Christian, late of Binbrook, now of Great Grimsby, in the county of Lincoln, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Great Grimsby, on the 5th 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 before John Godfrey Teed, Esq., Q.C., Judge of the said Court, on the 15th 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. William Heaford Daubney, Esq., Registrar of the Court, is the Official Assignee, and Banes Walker, of Alford, is the Solicitor acting in the bankruptcy.

Henry Boothe-stone, of North-terrace, in the parish of Stoke-upon-Trent, in the county of Stafford, Potter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton, on the 17th 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 the Judge of the said Court, on the 5th day of December next, at the said Court, at the Townhall, Stoke-upon-Trent, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Keary, Gentleman, is the Official Assignee, and Messrs. Edmund and Alfred Tennant, of Hanley, are the Solicitors acting in the bankruptcy.

Samuel Robinson Pratt, of Church-street, Fenton, in the parish of Stoke-upon-Trent, in the county of Stafford, Painter and Plumber and Glazier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton, on the 19th 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 the Judge of the said Court, at the Townhall, Stoke-upon-Trent, on the 5th 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. William Keary, Gentleman, is the Official Assignee, and Messrs. Edmund and Alfred Tennant, of Hanley, are the Solicitors acting in the bankruptcy.

Henry Worrall, of Longton, in the parish of Stoke-upon-Trent, in the county of Stafford, Shoemaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton, on the 20th 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 the Judge of the said Court, on the 6th day of December next, at the said Court, at the Court-house, Longton, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Keary, Gentleman, is the Official Assignee, and Mr. George Hulme Hawley, of Longton, is the Solicitor acting in the bankruptcy.

Moses Hackney, of North Cross-street, Fenton, in the parish of Stoke-upon-Trent, in the county of Stafford, Potter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton, 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 the Judge of the said Court, on the 5th day of December next, at the said Court, at the Townhall, Stoke-upon-Trent, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Keary, Gentleman, is the Official Assignee, and Messrs. Edmund and Alfred Tennant, of Hanley, are the Solicitors acting in the bankruptcy.

William Hallam, of Church-street, Fenton, in the parish of Stoke-upon-Trent, in the county of Stafford, Journeyman Potter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton, 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 the Judge of the said Court, on the 5th day of December next, at the said Court, at the Townhall, Stoke-upon-Trent, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Keary, Gentleman, is the Official Assignee, and Mr. James Moxon, of Hanley, is the Solicitor acting in the bankruptcy.

Thomas Wykes Drage, of Bezeat, in the county of Northampton, Grocer and Laborer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Wellingborough, 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 Corn Exchange, in Wellingborough, on the 6th 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. George Hodson Burnham, Esq., of Wellingborough, is the Official Assignee, and Mr. Thomas Cook, of Wellingborough, is the Solicitor acting in the bankruptcy.

Mary Raper, of No. 153, Park-lane, in the parish of Leeds, in the county of York, Shopkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 1st day of November, 1864, a public sitting of the said Court, for the said bankrupt to pass her Last Examination, will be held on the 7th day of December next, at the said Court, at twelve at noon precisely, this day being the day limited for the said bankrupt to surrender; and a further public sitting of the said Court will be held on the 21st day of December next, at one o'clock in the afternoon, for the said bankrupt to make application for her Discharge. Mr. John William Sangster, of Albion-place, Leeds, is the Official Assignee, and Messrs. G. A. and W. Emsley, of Leeds, are the Solicitors acting in the bankruptcy.

John Bernard Acey, of No. 43, Saville-street, in the borough of Kingston-upon-Hull, Music Seller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Kingston-upon-Hull, on the 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 before the Judge of the said Court, on the 9th day of December next, at the said Court, at the Townhall, Kingston-upon-Hull, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Charles Henry

Phillips, of No. 77, Lowgate, Hull, is the Official Assignee, and Mr. William Empson Stead, of No. 13, Bishop-lane, Hull, is the Solicitor acting in the bankruptcy.

The first meeting of creditors has been duly held in each of the said bankruptcies, and at the several public sittings above-mentioned Proofs of Debts of creditors who have not proved will be received, and the said several bankrupts will be respectively required to surrender themselves to the said Court, and to submit themselves to be examined, and to make a full disclosure and discovery of all their estate and effects, and to finish their examinations.

Notice is hereby given, that George Paxton, adjudged bankrupt by Her Majesty's Court of Bankruptcy for the Manchester District, on the 1st day of October, 1864, having passed his Last Examination on the 17th day of November, 1864, the Court has appointed a public sitting to be held at the said Court of Bankruptcy, at Manchester, before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 8th day of December next, at twelve o'clock at noon precisely, for considering the question of granting to the bankrupt an Order of Discharge, when the Assignee or any creditor who has proved may be heard against such Discharge.

John Luxton, of Bondleigh, in the county of Devon, Clerk in Holy Orders, 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 25th day of August, 1864, and all proceedings in the said Bankruptcy having been suspended, by resolutions of creditors passed under the 110th section of the Bankruptcy Act, 1861; notice is hereby given, that a public sitting, for the said bankrupt to make a full discovery of his estate, and to pass his Last Examination, and make application for his Order of Discharge, under the said 110th section, will be held before Biggs Andrews, Esquire, the Commissioner of the said Court, on the 8th day of December next, at twelve o'clock at noon precisely, at the Court of Bankruptcy, Queen-street, Exeter. Mr. Mansfield Parkyns, of Queen-street, Exeter, is the Official Assignee, and Mr. John Hull Tenell, of No. 8, Southernhay, Exeter, is the Solicitor acting in the bankruptcy.

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 William Hazlitt, Esq., Registrar:

George Booth, of Freeman's Villa, Stanstead-lane, and Perry Vale, Sydenham, in the county of Kent, Brickmaker, adjudicated bankrupt on the 2nd of April, 1864. A Dividend Meeting will be held on the 6th day of December next, at twelve o'clock at noon precisely.

At the Court of Bankruptcy, Basinghall-street, in the city of London, before James Rigg Brougham, Esq., Registrar:

Moses Dew, of Gamlingay, in the county of Cambridge, Farmer and Grazier, adjudicated bankrupt on the 8th day of April, 1864. A Dividend Meeting will be held on the 7th day of November instant, at one o'clock in the afternoon precisely.

Aurelian White, of No. 66, Cannon-street West, in the city of London, Warehouseman, trading in copartnership with Thomas Simmons under the style or firm of Simmons and White, adjudicated bankrupt on the 14th day of May, 1862; and Thomas Simmons, of No. 66, Cannon-street West, in the city of London, Warehouseman, trading in copartnership with Aurelian White, under the style or firm of Simmons and White, adjudicated bankrupt on the 15th day of May, 1862, and which adjudications and the proceedings thereunder have since been amalgamated. A Dividend Meeting will be held on the 7th day of November instant, at one o'clock in the afternoon precisely.

At the Court of Bankruptcy, Basinghall-street, in the city of London, before Henry Philip Roche, Esq., Registrar:

William Norfolk, of No. 9, Water-lane, Great Tower-street, City, No. 38, Rotherhithe-wall, Surrey, and No. 7, Amersham-park-terrace, New Cross, Kent, Lighterman, adjudicated bankrupt the 21st day of December, 1863. A Dividend Meeting will be held on the 6th day of December next, at two o'clock in the afternoon precisely.

Prideaux Selby, of No. 2, Royal-hill, Greenwich, in the county of Kent, Master Mariuer and Dealer in General Merchandise, adjudicated bankrupt on the 6th day of June, 1863. A Final Dividend Meeting will be held on the 6th day of December next, at one o'clock in the afternoon precisely.

George John Dobbins, of No. 1, Albert-terrace, Westbourne-grove, Paddington, in the county of Middlesex, Ironmonger, adjudicated bankrupt on the 26th day of May, 1863. A Dividend Meeting will be held on the 6th day of December next, at twelve o'clock at noon precisely.

John Leigh, of No. 146, Brompton-road, in the county of Middlesex, Barrister-at-Law, adjudicated bankrupt the 23rd day of March, 1864. A Dividend Meeting will be held on the 6th day of December next, at one o'clock in the afternoon precisely.

John Darby Saysell, of No. 11, Blundell-street, Caledonian-road, Islington, in the county of Middlesex, Draper, adjudicated bankrupt on the 15th day of October, 1861. A Dividend Meeting will be held on the 6th day of December next, at twelve o'clock at noon precisely.

At the Court of Bankruptcy for the Birmingham District, at Birmingham, before Owen Davies Tudor, Esq., a Registrar:

William Cooke, of Newbold Verdon, in the county of Leicester, Grocer, Baker, Druggist and Draper, adjudicated bankrupt on the 9th day of June, 1863. A Dividend Meeting will be held on the 9th day of December next, at twelve o'clock at noon precisely.

Joseph Allen, of Whitchurch, in the county of Salop, Draper, Dealer and Chapman, adjudicated bankrupt on the 23rd day of February, 1864. A Dividend Meeting will be held on the 9th day of December next, at twelve o'clock at noon precisely.

At the Court of Bankruptcy for the Leeds District, at the Commercial-buildings, Leeds, before the Registrar:

John Walton the younger, of Newsham, in the township of Great Halton, in the county of York, Corn Miller, adjudicated bankrupt on the 30th day of March, 1864. A Dividend Meeting will be held on the 5th day of December next, at eleven o'clock in the forenoon precisely.

Joseph Bentley and John Cross, both of Halifax, in the county of York, Rag Merchants, adjudicated bankrupts on the 24th day of May, 1864. A Dividend Meeting will be held on the 5th day of December next, at eleven o'clock in the forenoon precisely.

John Hanson the younger, of Leeds, in the county of York, Wholesale Shoe Manufacturer, adjudicated bankrupt on the 16th day of June, 1864. A Dividend Meeting will be held on the 5th day of December next, at eleven o'clock in the forenoon precisely.

Michael Henry, of Leeds, in the county of York, Provision Dealer, adjudicated bankrupt on the 30th day of June, 1864. A Dividend Meeting will be held on the 5th day of December next, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy for the Liverpool District, at Liverpool, before a Registrar:

James Grimes the younger, of No. 14, Tetlow-street, in the borough of Liverpool, in the county of Lancaster, Plasterer and Builder, adjudicated bankrupt on the 26th day of May, 1862. A Dividend Meeting will be held on the 5th day of December next, at eleven o'clock in the forenoon precisely.

William Jones, of Bala, in the county of Merioneth, Flour Dealer, Draper, and General Dealer, adjudicated bankrupt on the 7th day of May, 1864. A Dividend Meeting will be held on the 5th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Lincolnshire, holden at Lincoln, before the Registrar:

John Butt, of the city of Lincoln, Chemist and Druggist, adjudicated bankrupt on the 9th day of June, 1864. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Rutlandshire, holden at Oakham, before a Registrar:

Thomas Page, of Braunston, in the county of Rutland, Shoemaker, adjudicated bankrupt on the 6th day of August, 1864. A Dividend Meeting will be held on the 5th day of December next, at three o'clock in the afternoon 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:

Daniel Corfield, of No. 22, Thrawl-street, Spitalfields, in the county of Middlesex, Manufacturing Chemist, adjudicated bankrupt on the 22nd day of February, 1864. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 8th day of June, 1864.

Thomas Bryant, of No. 131, Kentish Town-road (lately called or known as 16, Providence-place, High-street, Kentish Town), in the parish of Saint Pancras, in the county of Middlesex, Grocer and Tea Dealer, adjudicated bankrupt on the 28th day of June, 1864. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 16th day of November, 1864.

David Steward, of Walton, near Felixstone, in the county of Suffolk, Carter, formerly of the same place, Miller, adjudicated bankrupt on the 29th day of August, 1864. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 11th day of November, 1864.

Emmerson Boothroyd, of Brunswick-street, in the borough of Hanley, in the county of Stafford, Builder, adjudicated bankrupt on the 16th day of September, 1864. An Order of Discharge was granted by the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, on the 16th day of November, 1864.

William Jackson Blackshaw, of Tunstall, in the county of Stafford, Plumber, Painter, Glazier, and Paper Hanger, adjudicated bankrupt on the 7th day of September, 1864. An Order of Discharge was granted by the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, on the 18th day of November, 1864.

Thomas Darlington, of Burslem, in the county of Stafford, Clock and Watch Maker, adjudicated bankrupt on the 7th day of July, 1864. An Order of Discharge was granted by the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, on the 18th day of November, 1864.

Thomas Heslop, of Finkle-street, Richmond, in the county of York, Butcher, adjudicated bankrupt on the 10th day of August, 1864. An Order of Discharge was granted by the County Court of Yorkshire, holden at Richmond, on the 17th day of November, 1864.

John Dickinson, of Richmond, in the county of York, Innkeeper, adjudicated bankrupt on the 10th day of September, 1864. An Order of Discharge was granted by the County Court of Yorkshire, holden at Richmond, on the 17th day of November, 1864.

John Brook, of Ossett, in the county of York, Rag Dealer, adjudicated bankrupt on the 7th day of October, 1864. An Order of Discharge was granted by the County Court of Yorkshire, holden at Dewsbury, on the 18th day of November, 1864.

David Hillocks Paterson, of Rumbles Moor, Burley, near Otley, Yorkshire, Bleacher, late a Prisoner for Debt in the Castle of York, in the County Court of Yorkshire, holden at York, adjudicated bankrupt on the 10th day of September, 1864. An Order of Discharge was granted by the County Court of Yorkshire, holden at Otley, on the 7th day of November, 1864.

Thomas King, of Otley, in the county of York, Railway Contractor, previously of the same place, in copartnership with William Lowther, as Railway Contractors, under the firm of King and Lowther, formerly of Wavertree-road, Liverpool, in the county of Lancaster, Railway Contractor and Grocer, theretofore of Newbiggin, near Kirby Stephen, Westmorland, Grocer and Railway Contractor, adjudicated bankrupt on the 9th day of July, 1864. An Order of Discharge was granted by the County Court of Yorkshire, holden at Otley, on the 5th day of September, 1864.

Isaac Huggett, of Groombridge, near Tonbridge Wells, in the county of Sussex, Earthworks Contractor, and late of Upper Lewes-road, Brighton, in the same county, following the same occupation, adjudicated bankrupt on the 17th day of September, 1864. An Order of Discharge was granted by the County Court of Kent, holden at Tonbridge Wells, on the 18th day of November, 1864.

James William Clephan, of Hildenborough, in the parish of Tonbridge, in the county of Kent, Grocer and Shopkeeper, adjudicated bankrupt on the 16th day of September, 1864. An Order of Discharge was granted by the County Court of Kent, holden at Tonbridge, on the 17th day of November, 1864.

William Sweet, of Fowey, in the county of Cornwall, Blacksmith and Innkeeper, adjudicated bankrupt on the 10th day of October, 1864. An Order of Discharge was granted by the County Court of Cornwall, holden at Saint Austell, on the 17th day of November, 1864.

Samuel Markwell, of Wantage, in the county of Berks, Blacksmith and Retailer of Beer, adjudicated bankrupt on the 22nd day of September, 1864. An Order of Discharge was granted by the County Court of Berkshire, holden at Wantage, on the 10th day of November, 1864.

John Antley, of Overton, in the county of Flint, Innkeeper, adjudicated bankrupt on the 15th day of September, 1864. An Order of Discharge was granted by the County Court of Denbighshire, holden at Wrexham, on the 16th day of November, 1864.

Henry Ellocott, of No. 3, Darenlas-street, Mountain Ash, in the county of Glamorgan, Shoemaker, and formerly of Llanharan, near Cowbridge, in the said county, Shoemaker and Farmer, adjudicated bankrupt on the 28th day of September, 1864. An Order of Discharge was granted by the County Court of Glamorganshire, holden at Aberdare, on the 17th day of November, 1864.

George Green, of Wingate, in the county of Durham, Grocer, adjudicated bankrupt on the 1st day of September, 1864. An Order of Discharge was granted by the County Court of Durham, holden at Durham, on the 14th day of November, 1864.

Philip Smith, late of Elliott-street, Tyldesley, in the county of Lancaster, Provision Dealer, but now of Sale-lane, Tyldesley aforesaid, out of business, adjudicated bankrupt on the 10th day of October, 1864. An Order of Discharge was granted by the County Court of Lancashire, holden at Leigh, on the 19th day of November, 1864.

Robert Bamber, of No. 74, Lever-street, Bolton, formerly of Pemberton, near Wigan, and Elton, near Bury, all in the county of Lancaster, Overlooker of Power Looms, adjudicated bankrupt on the 14th day of October, 1864. An Order of Discharge was granted by the County Court of Lancashire, holden at Bolton, on the 18th day of November, 1864.

Joseph Abbis, formerly of Wellington-street, in the town of Bedford, in the county of Bedford, but now of No. 1, Beauchamp-row, in the said town, Journeyman Smith, adjudicated bankrupt on the 4th day of October, 1864. An Order of Discharge was granted by the County Court of Bedfordshire, holden at Bedford, on the 17th day of November, 1864.

Elizabeth Jemmison, late of Snargate-street, Dover, in the county of Kent, Licensed Victualler, but now of Margate, in the said county, Railway Station Attendant, adjudicated bankrupt on the 26th day of September, 1864. An Order of Discharge was granted by the County Court of Kent, holden at Margate, on the 14th day of November, 1864.

Thomas Image, of Sutton Saint Mary, in the county of Lincoln, Beepseller and Machinemane, adjudicated bankrupt on the 6th day of October, 1864. An Order of Discharge was granted by the County Court of Lincolnshire, holden at Holbeach, on the 17th day of November, 1864.

Joseph Conner, of No. 38, Saint Matthew's-street, in Ipswich, in the county of Suffolk, Tobaccoist, Stationer, and News Agent, previously of No. 42, Norwich-road, in Ipswich aforesaid, Tobaccoist, Stationer, News Agent, and Ginger Beer Manufacturer, adjudicated bankrupt on the 21st day of September, 1864. An Order of Discharge was granted by the County Court of Suffolk, holden at Ipswich, on the 18th day of November, 1864.

Joseph Collyer, of Marton, in the county of Lincoln, Shoemaker, adjudicated bankrupt on the 6th day of September, 1864. An Order of Discharge was granted by the County Court of Lincolnshire, holden at Gainsborough, on the 14th day of November, 1864.

Henry George Madell, of Great Grimsby, in the county of Lincoln, Railway Clerk, adjudicated bankrupt on the 8th day of August, 1864. An Order of Discharge was granted by the County Court of Lincolnshire, holden at Great Grimsby, on the 17th day of November, 1864.

Matthew Stevenson Bee, of Great Grimsby, in the county of Lincoln, Tailor, adjudicated bankrupt on the 29th day of September, 1864. An Order of Discharge was granted by the County Court of Lincolnshire, holden at Great Grimsby, on the 17th day of November, 1864.

Thomas Bather, now and for five years last past residing at No. 7, in Grange-street, Birkenhead, in the county of Chester, Milk Dealer, and during the same period carrying on business in Albion-street, Birkenhead aforesaid, as a Coal and Potato Dealer, adjudicated bankrupt on the 29th day of September, 1864. An Order of Discharge was granted by the County Court of Cheshire, holden at Birkenhead, on the 15th day of November, 1864.

Henry Rowton, of Hall-street, Dudley, in the county of Worcester, Chemist and Druggist, adjudicated bankrupt on the 26th day of September, 1864. An Order of Discharge was granted by the County Court of Worcestershire, holden at Dudley, on the 18th day of November, 1864.

Isaac Williams, of Shavers End, Dudley, Fruiterer, in the county of Worcester, adjudicated bankrupt on the 19th day of September, 1864. An Order of Discharge was granted by the County Court of Worcestershire, holden at Dudley, on the 18th day of November, 1864.

James Swift, of St. George's, in the parish of Shiffnal, Salop, adjudicated bankrupt on the 9th day of May, 1864. An Order of Discharge was granted by the County Court of Shropshire, holden at Madeley, on the 19th day of November, 1864.

William Evans, of No. 9, Apollo-row, Charles Henry-street, Birmingham, in the county of Warwick, carrying on business in copartnership with one Thomas Kilingsworth Staines, under the style or firm of Evans and Staines, as General Wood Turners and Perambulator Frame Makers, adjudicated bankrupt on the 18th day of August, 1864. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 18th day of November, 1864.

George Thomas Humphris, late of the Central Luncheon Stores, Needles-alley, New-street, Birmingham, in the county of Warwick, Eating House Keeper, Licensed Dealer in Wines, Ale, Porter, and Tobacco, and now living in lodgings at the house of Thomas Jowett, Needles-alley, New-street, Birmingham aforesaid, out of business, adjudicated bankrupt on the 11th day of August, 1863. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 18th day of November, 1864.

Cornelius Broadhurst, residing in lodgings at the house of Mr. Isaac Bailey, Gardener, Gerrard-street, Lozells, in the parish of Aston-Juxta, in the county of Warwick, out of business, previously of No. 126, Summer-lane, Birmingham, in the county of Warwick, Grocer and Provision Dealer, adjudicated bankrupt on the 1st day of August, 1864. The Order of Discharge in this case was suspended for three calendar months without protection, but will be delivered to the bankrupt after the expiration of three calendar months from this date, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.—Dated this 18th day of November, 1864.

Thomas Hollis, formerly of Sutton Coldfield, in the county of Warwick, Grocer, Baker, Provision Dealer and Drillman, and now residing in lodgings with William Hollis, at Sutton Coldfield aforesaid, out of business, adjudicated bankrupt on the 6th day of August, 1864. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 18th day of November, 1864.

Joseph Orme, residing in lodgings at the back of Shovel-bottom's-buildings, Tower-road, Aston-park, Birmingham, in the county of Warwick, Journeyman Iron-plate Worker, adjudicated bankrupt on the 29th day of August, 1864. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 18th day of November, 1864.

Aaron Bock, now and for three weeks residing at lodgings at No. 31, Ladywell Walk Passage, Smallbrook-street, Birmingham, in the county of Warwick, Journeyman Boot and Shoe Clicker, previously and for about three months of No. 24, Wrottesley-street, Birmingham aforesaid, Boot and Shoe Manufacturer, formerly and for two years and a half of No. 85, Kent-street, Birmingham aforesaid, Journeyman Boot and Shoe Clicker, adjudicated bankrupt on the 24th day of August, 1864. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 18th day of November, 1864.

George Milner, now and for about six months of No. 195, King Edward's-road, Birmingham, in the county of Warwick, previously and for about three months of Garbutt-street, Birmingham aforesaid, previously and for about eighteen months of the Odd Fellows' Arms, Spring-hill, Birmingham aforesaid, before then and for about six months of Hope-street, Birmingham aforesaid, before then and for about six months of Ryland-road, Birmingham aforesaid, during all these residences residing in lodgings, and being a Journeyman Saw Maker, before then and for about twelve months of the Warwick Arms, Cregoe-street, Birmingham aforesaid, before then and for about two months of the King's Head, Ryland-street, Birmingham aforesaid, and during both those residences being a Retail Brewer and Journeyman Saw Maker, before then and for about six years of No. 6, Nelson-street, Birmingham aforesaid, Provision Dealer, and Journeyman Saw Maker, adjudicated bankrupt on the 30th day of September, 1864. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 18th day of November, 1864.

Joshua George Knight, of the Freemasons' Tavern, Mary-street, Balsall-leath, in the county of Worcester, Licensed Victualler, adjudicated bankrupt on the 24th day of August, 1864. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 18th day of November, 1864.

George Thomas Kilby, living in furnished lodgings at No. 61, Camden-street, Birmingham, in the county of Warwick, carrying on business at the Eagle Works, Camden-street aforesaid, Portfolio and Belt Manufacturer, adjudicated bankrupt on the 22nd day of September, 1864. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 18th day of November, 1864.

Joseph Williams, now and for two weeks residing in lodgings, at the house of Thomas Edgington, Waterworks-street, Aston, near Birmingham, in the county of Warwick, out of business and employment, previously and for about twelve months residing near the Toll-gate, Perry Barr, in the county of Stafford, Cowkeeper, adjudicated bankrupt on the 27th day of September, 1864. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 18th day of November, 1864.

George Wight, residing in lodgings at the house of Mr. Albert Walker, Alma-street, Aston New Town, Birmingham, in the county of Warwick, previously thereto residing in lodgings at the house of the said Albert Walker, Victoria-road, Aston, near Birmingham aforesaid, previously thereto residing in Tower-street, Aston, near Birmingham, and during all these residences being a Gun Stocker and Gun Stock Dealer, out of business and employment, adjudicated bankrupt on the 27th day of September, 1864. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 18th day of November, 1864.

James Lane the elder, now and for two years in lodgings at No. 243, Sherlock-street, Birmingham, in the county of Warwick, Labourer, previously and for about six months in lodgings at No. 61, Great Barr-street, Birmingham aforesaid, Labourer, formerly of No. 25, Jordan Well, Coventry, in the aforesaid county of Warwick, Grocer and Provision Dealer, adjudicated bankrupt on the 1st day of October, 1864. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 18th day of November, 1864.

Alfred Renaud, now and for one week residing in lodgings at No. 125, Broad-street, Birmingham, in the county of Warwick, out of business and employment, previously and for about twelve months of No. 131, Broad-street, Birmingham aforesaid, Upholsterer and Commission Agent, adjudicated bankrupt on the 30th day of September, 1864.

An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 18th day of November, 1864.

John Jarman, now residing at No. 2, Conybere-street, Birmingham, in the county of Warwick, out of business, previously thereto residing in lodgings at the Three Tuns Inn, Sutton Coldfield, in the same county, out of business, previously thereto of No. 69, Green Laues, Small Heath, Birmingham aforesaid, Commercial Traveller, adjudicated bankrupt on the 7th day of July, 1864. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 18th 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 5th day of September, 1864, in Her Majesty's Court of Bankruptcy for the Leeds District, against Joseph Clegg Paton, of Leeds, in the County of York, Cloth Merchant and Commission Agent, did, on the 17th 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 6th day of September, 1864, in Her Majesty's Court of Bankruptcy for the Leeds District, against Charles Lonsdale, of Cowton Grange, in the parish of Middleton Tyas, near Northallerton, in the county of York, Farmer, did, on the 17th 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 8th day of November, 1864, grant an Order of Discharge to William Boulton Chester, formerly of Greek-street, Liverpool, in the county of Lancaster, Licensed Victualler, now of Pembroke-place, Liverpool aforesaid, Brewer's Agent, who was adjudged bankrupt under a Petition for adjudication, filed by him in the said Court, on the 29th day of August, 1864; and that such Order of Discharge will be drawn up and delivered to the said William Boulton Chester, unless an appeal be duly entered within thirty days from the said 8th day of November, 1864.

NOTICE is hereby given, that Henry James Perry, Esq., the Commissioner of Her Majesty's Court of Bankruptcy for the Liverpool District, did, on the 12th day of October, 1864, grant an Order of Discharge, to John McDermott, residing at No. 21, Craven-street, Liverpool, out of business, and formerly of No. 35, Great George-street, Liverpool, in the county of Lancaster, Boot and Shoe Manufacturer, who was adjudged bankrupt under a Petition for adjudication, filed by him in the said Court, on the 21st day of June, 1864; and that such Order of Discharge will be drawn up and delivered to the said John McDermott, unless an appeal be duly entered against the Judgment of the said Court, and notice thereof be given to the Court.

NOTICE is hereby given, that an Order of Discharge under the hand of Theophilus Bennet Hoskyns Abraham, Esq., the Commissioner of Her Majesty's District Court of Bankruptcy, in the Royal-arcade, Newcastle-upon-Tyne, and under the Seal of the Court, was, on the 17th day of November, 1864, granted to Thomas Nicholson, of Sunderland, in the county of Durham, Steel, File, and Nail Merchant, who was adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed against him in the said Court of Bankruptcy, on the 13th day of January, 1860; and that such Order of Discharge will be drawn up and delivered to the said bankrupt, unless an appeal be duly entered within thirty days.

THE estates of John Raeburn, formerly Spirit Merchant, Saltmarket-street, Glasgow, now Commission Agent, and residing in New-street, Edinburgh, were sequestrated on the 18th day of November, 1864, by the Sheriff of the county of Edinburgh.

The first deliverance is dated 18th November, 1864.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Monday, the 28th day of November, 1864, within Philpot's Rooms, No. 79, George-street, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 18th day of March, 1865.

A Warrant of Protection has been granted to the bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN ROBERTSON, jr., S.S.C., Agent,
21, Elder-street, Edinburgh.

THE estates of George May, Restaurateur, Family Cook, and Soirée Contractor, Glassford-street, Glasgow, were sequestrated on the 16th November, 1864, by the Sheriff of the county of Lanark.

The first deliverance is dated the 16th 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 Faculty Hall, Saint George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 16th day of March, 1865.

A Warrant of Protection has been granted to the bankrupt until the meeting for the election of a Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

RICHD. McCULLOCH, Writer,
113, St. Vincent-street, Glasgow, Agent.

THE estates of James M'Artney, Farmer, Horse Dealer, and Hotel Keeper, Royal Hotel, Kelybridge, near Dollar, were sequestrated on the 16th day of November, in the year 1864, by the Sheriff of the county of Perth.

The first deliverance is dated the 16th day of November, 1864.

The meeting to elect the Trustee and Commissioners, is to be held at one o'clock, afternoon, on Monday, the 28th day of November current (1864), within the Sheriff-Clerk's Office, Dunblane.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 16th day of March, 1865.

The Sheriff has granted a Warrant of Protection to the said James M'Artney against Arrest or Imprisonment for Civil Debt, until the meeting of the creditors for the election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

CHRYSTAL & MONTEATH, Writers, Stirling,
Agents.

THE estates of Colin Mitchell, Fish Curer, Crinan, were sequestrated on the 17th day of November, 1864, by the Sheriff of the county of Argyll.

The first deliverance is dated 17th November, 1864.

The meeting to elect the Trustee and Commissioners is to be held at Inveraray, on the 30th day of November, 1864, at twelve o'clock, noon, within the Temperance Hotel there.

A composition may be offered at this meeting; and to entitle creditors to the first dividend their oaths and grounds of debt must be lodged on or before the 17th day of March, 1865.

A Warrant of Protection against Arrest or Imprisonment for Civil Debt has been granted to the bankrupt till the meeting of the creditors for the election of a Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ALEXR. MACARTHUR, Writer, Inveraray,
Agent.

THE estates of the Company carrying on business at Port-Glasgow, and elsewhere, under the firm or style of the Clyde Ship Building Company, as a Company, and of Robert Taylerson, Ship Builder, Port-Glasgow, and Henry Curteis Sutton, No. 24, Lawrence Pountney-lane, Cannon-street, London, Partners of the said Company, as Partners thereof, were sequestrated on the 18th November, 1864, by the Court of Session.

The first deliverance is dated the 25th day of October, 1864.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Tuesday, the 29th day of November, 1864, within the Faculty-hall, 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 18th day of March, 1865.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN ROSS, Agent,
79, Great King-street, Edinburgh.

All Letters must be Post-paid and all communications on the business of the London Gazette to be addressed to the Office, No. 45, St. Martin's Lane.

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