



The London Gazette.

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TUESDAY, NOVEMBER 21, 1865.

AT the Court at *Windsor*, the 20th day of *November*, 1865.

PRESENT,

The *QUEEN'S* Most Excellent Majesty in Council.

IT is this day ordered by Her Majesty in Council that the Right Honourable the Lord High Chancellor of that part of the United Kingdom called Great Britain do issue writs for further proroguing the Parliament, which was appointed to meet on Thursday, the twenty-third day of November instant, to Thursday, the twenty-eighth day of December next: and also for proroguing the convocations of the provinces of Canterbury and York, from Friday, the twenty-fourth day of November instant, to Friday, the twenty-ninth day of December next.

AT the Court at *Windsor*, the 9th day of *September*, 1865.

PRESENT,

The *QUEEN'S* Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the eighth of September, one thousand eight hundred and sixty-five, in the words following; viz. —

“Whereas by the fifth section of an Act passed in the twenty-ninth year of your Majesty's reign, chapter eighty-nine, entitled ‘An Act to provide for the better government of Greenwich Hospital,’ it is, amongst other things, enacted it shall be lawful for your Majesty in Council, from time to time, by Order in Council, to appoint such pensions as seem fit to officers, non-commissioned officers, and men of the Royal Navy; and marines and seamen of the merchant service, for the time being entitled to the benefits of Greenwich Hospital, to be enjoyed by them so long only as they are not on the establishment or inmates of Greenwich Hospital, but in addition to any half-pay, pension, or other allowance coming to them otherwise than under any such Order in Council; and to prescribe the conditions on which such pensions are to be held.”

We beg leave to recommend that your Majesty may be pleased, by your Order in Council,

to sanction the undermentioned pensions being granted:—

An extra pension of *5d.* a-day may, at the discretion of the Lords Commissioners of the Admiralty, be granted to seamen and marines now in receipt of pensions over 55 years of age, and who shall have been in receipt of the same for five years and upwards; and an extra pension of *9d.* a-day, at the discretion of the Lords Commissioners of the Admiralty, to seamen and marines now in receipt of pensions over 70 years of age, who shall have been in receipt of the same for ten years and upwards; the same to be called “Greenwich Pensions.”

The widows of petty officers and seamen of the Royal Navy, and of non-commissioned officers and privates of the Royal Marines, slain, killed, or drowned in the service of the Crown, to be allowed a gratuity equal to one year's full wages according to the rating of their late husbands at the time of their death, exclusive of any badge or other extra or additional pay.

And whereas by the twentieth section of the said Act it is enacted that “The government of Greenwich Hospital, and of the Schools of the Hospital, including the authority to establish from time to time regulations for the admission of inmates into the Hospital and of children into the Schools, shall be vested exclusively in the Admiralty; but any such regulations shall not have effect unless and until they are approved by your Majesty in Council; and the Admiralty shall from time to time continue or appoint such officers, clerks, and servants for the purposes of the Hospital and Schools as seem fit; and may (subject to the approval of your Majesty in Council) fix the salaries of such officers and clerks, and may regulate the wages of such servants, and may from time to time remove any of the officers, clerks, and servants, and appoint others in their stead.”

We have, therefore, to request that your Majesty will be pleased to sanction the establishment of the following rules and regulations; viz. —

1st. That the admission into Greenwich Hospital be restricted to such petty officers and seamen of the Royal Navy and non-commissioned officers and privates of the Royal Marines as may be infirm or helpless, and that the Lords Commissioners of the Admiralty be empowered to discharge all or any such petty officers and seamen

of the Royal Navy and non-commissioned officers and privates of the Royal Marines at their discretion.

"2nd. That the present Regulations for the admission of boys into Greenwich Hospital School continue in force, and the establishment remain as at present.

"3rd. That the undermentioned be the establishment and salaries of officers and clerks :—

1 Captain Superintendent ...	£800 per annum.	
2 Lieutenants (£230 each) ...	460	"
2 Inspectors General of Hospitals, amounting together to ...	1,642	"
2 Deputy ditto ditto, amounting together to ...	1,132	"
1 Surgeon and Medical Store-keeper ...	401	"
4 Assistant Surgeons, amounting together to ...	785	"
1 Agent and Steward ...	450	"
2 Chaplains (£350 each) ...	700	"
6 Clerks, at various salaries, including Lodging Money, amounting in all to ...	1,750	"
	<u>£8,120.</u>	

"And such of the present Civil officers and clerks, at their actual salaries and allowances, as may be found necessary by the Lords Commissioners of the Admiralty."

Her Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of Her Privy Council, to approve of what is therein proposed: And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

Arthur Helps.

AT the Court at *Windsor*, the 20th day of *November*, 1865.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act passed in the session of Parliament held in the sixth and seventh years of the reign of His late Majesty, King William the Fourth, intituled "An Act for rendering more easy the taking the poll at county elections," it is enacted that it shall be lawful for His Majesty, by and with the advice of His Privy Council, from time to time, on petition from the Justices of any county, riding, parts, or division, in England or Wales, in Quarter Sessions assembled, representing that the number of polling places for such county, riding, parts, or division, is insufficient, and praying that the place or places mentioned in the said petition may be a polling place or polling places for the county, riding, parts, or division of the county within which such place or places is or are situate, to declare that any place or places mentioned in the said petition shall be a polling place or polling places for that county, riding, parts, or division, and that the Justices of the Peace for the county, riding, parts, or division, in Quarter Sessions or some special sessions assembled, as mentioned in the Act passed in the second and third years of the reign of His said late Majesty, intituled "An Act to settle and describe the divisions of counties, and the limits of cities and boroughs in England and Wales, in so far

"as respects the election of members to serve in Parliament," shall, conformably to the said last-mentioned Act, divide such county, riding, parts, or division into convenient polling districts, and assign one of such districts to each polling place:

And whereas the Justices of the Peace for the county of Wilts, in Quarter Sessions assembled, on the seventeenth day of October, one thousand eight hundred and sixty-five, have presented a petition to Her Majesty, representing that the number of polling places at present existing in the northern division of the said county of Wilts is insufficient, and praying that Trowbridge may be an additional polling place for the northern division of the said county:

Now, therefore, Her Majesty, having taken the said petition into consideration, is pleased, by and with the advice of Her Privy Council, to declare, order, and direct, and it is hereby declared, ordered, and directed, that Trowbridge shall be an additional polling place for the northern division of the said county of Wilts, and that the Justices of the Peace for the said county, in Quarter Sessions or some special sessions assembled, as mentioned in the said Act, passed in the second and third years of the reign of His said late Majesty, shall, conformably to the said Act, divide such northern division of the said county into convenient polling districts, and assign one of such districts to each polling place.

Arthur Helps.

AT the Court at *Windsor*, the 20th day of *November*, 1865.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act passed in the session of Parliament, holden in the sixteenth and seventeenth years of the reign of Her present Majesty, intituled "An Act to amend and consolidate the laws relating to the customs of the United Kingdom, and of the Isle of Man, and certain laws relating to trade and navigation, and the British possessions," it is enacted that, "if the legislature or proper legislative authority, of any of the British possessions abroad, shall present an address to Her Majesty, praying Her Majesty to authorise or permit the conveyance of goods or passengers from one part of such possession to another part thereof, in other than British ships, it shall thereupon be lawful for Her Majesty, by Order in Council, so to authorise the conveyance of such goods or passengers, on such terms and under such conditions as to Her Majesty may seem good."

And whereas an address has been presented to Her Majesty by the proper legislative authority of Mauritius and its dependencies, praying Her Majesty to authorise and permit the conveyance of goods and passengers from Mauritius to the Seychelles Islands, and *vice versa*, in other than British ships. Now, therefore, Her Majesty, by and with the advice of Her Privy Council, and in virtue of the authority committed to Her by the said recited Act, doth order, and it is hereby ordered, that from and after the day of the date of this Order, goods and passengers may be conveyed from the Mauritius to the Seychelles Islands, and *vice versa* in other than British ships.

And the Right Honourable the Lords Commissioners of Her Majesty's Treasury, and the Right Honourable Edward Cardwell, one of Her

Majesty's Principal Secretaries of State; are to give the necessary directions herein, as to them may respectively appertain.

Arthur Helps.

AT the Court at *Windsor*, the 20th day of *November*, 1865.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the third and fourth years of Her Majesty, chapter sixty; of the Act of the eighth and ninth years of Her Majesty, chapter seventy; and of the Act of the nineteenth and twentieth years of Her Majesty, chapter fifty-five; duly prepared and laid before Her Majesty in Council a representation, bearing date the third day of August, in the year one thousand eight hundred and sixty-five, in the words and figures following; that is to say:

"We, the Ecclesiastical Commissioners for England, in pursuance of the Act of the third and fourth years of your Majesty, chapter sixty; of the Act of the eighth and ninth years of your Majesty, chapter seventy; and of the Act of the nineteenth and twentieth years of your Majesty, chapter fifty-five; have prepared, and now humbly lay before your Majesty in Council, the following representation for altering the boundaries of the new parish of Saint Paul, Hampstead, in the county of Middlesex and in the diocese of London.

"Whereas by the authority of an Order of your Majesty in Council, bearing date the first day of August, in the year one thousand eight hundred and sixty, and published in the London Gazette on the third day of the same month, a part of the parish of Hampstead, in the said county and diocese, was assigned as a district chapelry to the consecrated church of Saint Paul, situate in Upper Avenue-road, in the said parish, and was called 'The District Chapelry of Saint Paul, Hampstead.'

"And whereas the said district chapelry of Saint Paul, Hampstead, is reputed to have become, under the provisions of the Act of the nineteenth and twentieth years of your Majesty, chapter one hundred and four, a new parish of the character contemplated by the Act of the sixth and seventh years of your Majesty, chapter thirty-seven.

"And whereas it has been proposed to us, and it appears to be expedient, that the boundaries of the said new parish of Saint Paul, Hampstead, should be altered and extended, so as to include within the limits of such new parish a part of the adjacent new parish of Saint Saviour, South Hampstead; which last-mentioned new parish was also originally a district chapelry, created by an Order of your Majesty in Council, bearing date the twenty-second day of October, in the year one thousand eight hundred and fifty-six, and taken wholly out of the said parish of Hampstead.

"Now, therefore, with the consents of the Right Honourable and Right Reverend Archibald Campbell, Bishop of the said diocese of London, of the Reverend Charlton Lane, the incumbent of the perpetual curacy of the said parish of Hampstead; and as such incumbent the patron both of the perpetual curacy of the said new parish of Saint Paul, Hampstead, and of the perpetual curacy of the new parish of Saint Saviour, South Hampstead aforesaid, of the Reverend James Phillips Fletcher, the incumbent of the said perpetual curacy of Saint Saviour, South Hampstead, and of the

Reverend Thomas Williamson Peile, Doctor in Divinity, the incumbent of the said perpetual curacy of the new parish of Saint Paul, Hampstead aforesaid (in testimony whereof they have respectively signed and sealed this representation), we humbly represent that in our opinion it would be expedient that the boundaries of the said new parish of Saint Paul, Hampstead, should be altered and extended, so as to include within the limits of such new parish all that part of the said new parish of Saint Saviour, South Hampstead, which is described in the schedule hereunder written, and which is delineated and set forth upon the map or plan hereunto annexed, and is thereon coloured pink, and that the said part of the new parish of Saint Saviour, South Hampstead aforesaid, so to be included within the new parish of Saint Paul, Hampstead, should become and be and form part of such last-mentioned new parish.

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

The SCHEDULE to which the foregoing Representation has reference.

"The territory proposed to be added to the new parish of Saint Paul, Hampstead, in the county of Middlesex, and in the diocese of London, being:—

"All that part of the new parish of Saint Saviour, South Hampstead, in the county and diocese aforesaid, which is situate to the west of an imaginary line commencing at a boundary stone inscribed 'No. 1, H. St. P. N. P., 1865,' and placed on the boundary which divides the said new parish of Saint Saviour, South Hampstead, from the new parish of Saint Peter, Belsize-park, in the county and diocese aforesaid, at a point opposite to the middle of the northern end of the new road intended to be called 'Merton Road;' and extending thence in a direct line, south-eastward, to and along the middle of such new road (crossing the Adelaide-road) to the southern extremity of the said new road; and continuing thence, still south-eastward, and in a direct line to a boundary stone inscribed, 'No. 2, H. St. P. N. P., 1865,' and placed on the boundary which divides the estate belonging to the Provost and Fellows of Eton College, from the public land known as Primrose-hill, at a point near to the south-western corner of the Eton and Middlesex Cricket Ground. And all which said part of the new parish of Saint Saviour, South Hampstead aforesaid, is also situate to the north of another imaginary line commencing at the last described boundary stone; and extending thence, south-westward, for a distance of two hundred and seventy-seven yards, or thereabouts, along the said boundary which divides the estate belonging to the Provost and Fellows of Eton College from the public land known as Primrose-hill as aforesaid, to the point where such boundary meets the boundary dividing the same new parish from the said new parish of Saint Paul, Hampstead, at which point a boundary stone marked D is placed, as described in the Order of Her Majesty in Council, assigning such last-named new parish, which was published in the London Gazette of the third day of August, in the year one thousand eight hundred and sixty."

And whereas the said representation has been approved by Her Majesty in Council: now, therefore, Her Majesty, by and with the advice of

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

Arthur Helps.

AT the Court at *Windsor* the 20th day of *November*, 1865.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the third and fourth years of Her Majesty, chapter sixty; of the Act of the eighth and ninth years of Her Majesty, chapter seventy; and of the Act of the nineteenth and twentieth years of Her Majesty, chapter fifty-five; duly prepared and laid before Her Majesty in Council a representation, bearing date the third day of August, in the year one thousand eight hundred and sixty-five, in the words and figures following; that is to say:

"We, the Ecclesiastical Commissioners for England, in pursuance of the Act of the third and fourth years of your Majesty, chapter sixty; of the Act of the eighth and ninth years of your Majesty, chapter seventy; and of the Act of the nineteenth and twentieth years of your Majesty, chapter fifty-five; have prepared, and now humbly lay before your Majesty in Council, the following representation for altering the boundaries of the new parish of Saint George, Old Brentford, in the county of Middlesex, and in the diocese of London.

"Whereas by the authority of an Order in Council of His late Majesty King George the Fourth, bearing date the twenty-eighth day of June, in the year one thousand eight hundred and twenty-eight, and published in the London Gazette on the twenty-eighth day of November in the same year, a part of the southern portion of the parish of Saint Mary, Ealing, in the county and diocese aforesaid, comprising, or being intended to comprise within its limits, the outlying territory which is known as the Stamford Brooks Estate, was assigned as a district chapelry to the consecrated church of Saint George, situate at Old Brentford, in the said parish, and such district chapelry was called 'Old Brentford District,' and was more commonly known, and is herein, for the sake of more complete distinction, referred to as 'The District Chapelry of Saint George, Old Brentford.'

"And whereas the said district chapelry of Saint George, Old Brentford, is reputed to have become, under the provisions of the Act of the nineteenth and twentieth years of your Majesty, chapter one hundred and four, a new parish, of the character contemplated by the Act of the sixth and seventh years of your Majesty, chapter thirty seven.

"And whereas it has been proposed to us, and it appears to us to be expedient that the existing boundaries of the said new parish of Saint George, Old Brentford, should be altered as hereinafter mentioned.

"Now, therefore, with the consents of the Right Honourable and Right Reverend Archibald Campbell, Bishop of the said diocese of London, and the patron in right of his See of the vicarage of the said parish of Saint Mary, Ealing, of the Reverend Edward William Relton, the vicar or incumbent of the said vicarage of the parish of Saint Mary, Ealing aforesaid, and as such vicar or incumbent the patron of the perpetual curacy of the said new parish of Saint George, Old Brentford, and of the Reverend Francis Edward Thompson, the incumbent of the said perpetual curacy of the same new parish aforesaid (in testimony whereof they have respectively signed and sealed this representation), we humbly represent that in our opinion it would be expedient that the existing boundaries of the said new parish of Saint George, Old Brentford, should be altered and extended so as to include within the limits of such new parish all that additional portion of the said parish of Saint Mary, Ealing, which is described in the schedule hereunder written, and which is delineated and set forth upon the map or plan hereunto annexed, and is thereon coloured pink; and also, if the same be not already comprised within, or do not already form part of the said new parish, the territory known as the Stamford Brook's estate as aforesaid, which last-mentioned territory is also delineated and set forth upon the map or plan hereunto annexed, and is thereon coloured green, and that from and after the date of the publication in the London Gazette of an Order of your Majesty in Council ratifying this representation, and without any other assurance in the law, the said additional portion of the said parish of Saint Mary, Ealing, and also the territory known as the Stamford Brook's estate, if the same do not already form part of such new parish of Saint George, Old Brentford as aforesaid, so to be included within the limits of the said new parish, should become and be and form part of such new parish.

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

The SCHEDULE to which the foregoing Representation has reference.

"The territory proposed to be annexed to the new parish of Saint George, Old Brentford, being:—

"All that portion of the parish of Saint Mary, Ealing, in the county of Middlesex, and in the diocese of London, which is situate to the south of an imaginary line commencing upon the boundary dividing such parish from the district of Saint Paul, Old Brentford, in the same county and diocese, at a point in the middle of Ealing-lane, opposite to a boundary stone inscribed 'O. B. St. P. D, 1864, No. 1,' and placed on the western side of the said lane opposite to the southwestern corner of the Ealing new parish burial ground; and extending thence, south-eastward, to and along the middle of a certain occupation road which passes along the southern side of the said burial ground, and connects Ealing-lane aforesaid with Clay Pond-lane to the junction of such occupation road with the last named lane; and extending thence, first eastward, across the same lane to the middle of the western end of a certain other occupation road which connects the said lane with Gunnersbury-lane; and extending thence, first eastward and then north-eastward, along the middle of the last described occupation road to a point opposite to a boundary stone

inscribed 'O. B. St. G. N. P., 1865, No. 1,' and placed against the wall or fence forming the western boundary of Gunnersbury Park in the angle where the said occupation road turns off northward at a distance of nine hundred and thirty yards or thereabouts from Clay Pond-lane aforesaid; and continuing thence, still north-eastward, to such boundary stone; and extending thence still in the same direction, and in a straight line across the said park to a boundary stone inscribed, 'O. B. St. G. N. P., 1865, No. 2,' and placed on the western side of Gunnersbury-lane aforesaid, opposite to the middle of the north-western end of the bridle road called 'Long Walk;' and extending thence, south-eastward, across the said Gunnersbury-lane to and along the middle of the said bridle road to the boundary on the western side of Bollow Bridge-lane, which divides the said parish of Saint Mary, Ealing, from the parish of Acton, in the county and diocese aforesaid."

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

Arthur Helps.

AT the Court at *Windsor*, the 20th day of *November, 1865.*

PRESENT,

The **QUEEN'S** Most Excellent Majesty in Council.

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

"We, the Ecclesiastical Commissioners for England, in pursuance of an Act of the sixth and seventh years of your Majesty, chapter thirty-seven, sections six and eight, have prepared and now humbly lay before your Majesty in Council the following scheme for authorising the sale and disposal of certain property, formerly belonging to the Prebend of Corringham-cum-Stowe, in the cathedral church of Lincoln, and now vested in us.

"Whereas, by an indenture, dated the twenty-second day of May, one thousand eight hundred and forty-six, made or expressed to be made between the Right Honorable Sir John Beckett, of Somerby-park, near Gainsborough, in the county of Lincoln, Baronet, and the Right Honorable Anne Beckett (commonly called Lady Anne Beckett), his wife, of the one part, and us, the Ecclesiastical Commissioners for England, of the other part, the leasehold interest then outstanding in the lands, tenements, and heredita-

ments, particularly set forth in the second schedule of the said indenture, and forming a portion of the said Prebend, became vested in us, the reversion in such lands, tenements, and hereditaments, expectant on the determination of the lease so purchased by us as aforesaid, having previously become vested in us by virtue of the Act of the third and fourth years of your Majesty, chapter one hundred and thirteen, on the vacancy of the said Prebend, which occurred on or about the thirteenth day of April, one thousand eight hundred and forty-three, by the death of the Reverend George Beckett, Clerk, the then Prebendary.

"And whereas certain portions of the said lands, tenements, and hereditaments, on account of the character or situation of the property, are unsuitable or inconvenient to be held or applied for the purposes for which estates vested in us are applicable under the Acts by which our proceedings are governed.

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

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

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

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

Arthur Helps.

AT the Court at Windsor, the 20th day of November, 1865.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

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

"We, the Ecclesiastical Commissioners for England, in pursuance of an Act of the sixth and seventh years of your Majesty, chapter thirty-seven, sections six and eight, have prepared, and now humbly lay before your Majesty in Council the following scheme for authorising the sale and disposal of certain property, formerly belonging to the prebend of Chiswick, in the cathedral church of Saint Paul, London, and now vested in us.

"Whereas, on the vacancy of the said prebend, which occurred on or about the sixteenth day of February, in the year one thousand eight hundred and fifty-nine, by the decease of the Reverend John Smith, the then prebendary of Chiswick, all the lands, tenements, hereditaments, and endowments theretofore belonging to the said prebend (except any rights of patronage), became, by virtue of the Act of the third and fourth years of your Majesty, chapter one hundred and thirteen, absolutely vested in us, for the purposes and subject to the provisions applicable to other hereditaments vested in us.

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

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

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

"Now, therefore, we humbly recommend and propose, that we may be authorised and empowered, by instrument or instruments in writing duly executed according to law, from time to time to sell or dispose of, and duly to convey according to the provisions of the said Act of the sixth and

seventh years of your Majesty's reign, with the consent of the holder or holders thereof (if any), to be testified by his, her, or their being made parties to such instruments, all or any of the said lands, tenements, hereditaments, and endowments, theretofore belonging to the said prebend of Chiswick, and so vested in us as aforesaid, with their appurtenances and all our estate, right, title, and interest therein, or in any part or parts thereof, unto and to the use of any person or persons desirous or willing to purchase the same, and his, her, or their heirs, executors, administrators, or assigns, or otherwise as he, she, or they shall direct or appoint, and for such consideration as shall, upon due calculation and inquiry, appear to us to be just and reasonable.

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

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

Arthur Helps.

Foreign Office, November 21, 1865.

THE Earl of Clarendon, Her Majesty's Principal Secretary of State for Foreign Affairs, has received from Lord Bloomfield, Her Majesty's Ambassador at Vienna, the following translation of an Imperial Regulation abolishing the examination of passports on the Austrian frontiers:—

(Translation.)

Imperial Regulation of November 6, 1865, valid for the entire Empire, relative to the Abolition of the Examination of Passports at the Frontiers of the Empire.

In order to grant further facilities to the movement of people in my Empire, I, after hearing my Council of Ministers, decree as follows:—

1. The examination of passports, which was restricted by the first clause of my Regulation of the 9th of February, 1857; to the frontiers of the Imperial territory, will now in general cease also at those frontiers.

2. On the other hand, every traveller, foreign or native, is bound upon every occasion of an official demand to prove his identity and the possession of means of livelihood.

3. It is reserved to my Ministers and Court-Chancellors (Hofkanzlern) who are interested in the matter to re-establish for a period the examination (Vidiring) of Passports, either throughout the Imperial frontiers, or for a certain district of frontier, or for journeys to and from certain designated States; in all cases in which the security or the public order of the Empire may appear menaced by war, internal disturbances or any other events.

4. The competent central offices (central stellen) are entrusted with the carrying into effect of this regulation.

Schönbrunn, November 6th, 1865.

(Signed) FRANZ JOSEPH, M.P.
COUNT BELCREDI, M.P.

By Imperial Command,

(Signed) BERNHARD VON MEYER, M.P.

Foreign Office, November 18, 1865.

The Queen has been pleased to approve of Mr. James Whitfall as Consul-General at Hong-Kong for the King of the Hawaiian Islands.

Whitehall, November 20, 1865.

The Queen has been pleased to appoint the Right Honourable Henry Austin Bruce to be Second Church Estates Commissioner, in the room of the Right Honourable Edward Pleydell Bouverie, resigned.

*War Office, Pall Mall,
21st November, 1865.*

7th Regiment of Dragoon Guards, Staff Surgeon-Major John Mure, M.D., to be Surgeon, vice Surgeon E. J. Franklyn, M.D.; appointed to the Staff. Dated 21st November, 1865.

4th Hussars, Lieutenant Henry Thomas Butler to be Captain, by purchase, vice John Warden McFarlan, who retires. Dated 21st November, 1865.

Cornet David Longfield Beatty to be Lieutenant, by purchase, vice Butler. Dated 21st November, 1865.

Lawrence Hesketh Palk, Gent., to be Cornet, by purchase, vice Collings, promoted. Dated 21st November, 1865.

7th Hussars, Lieutenant Lachlan Foster Jamieson, from the 79th Foot, to be Lieutenant, vice A. L'E. H. Holmes, who exchanges. Dated 18th September, 1865.

20th Hussars, Lieutenant Arthur Westby Brodhurst, to be Adjutant, vice Lieutenant Lockwood, promoted. Dated 28th January, 1865.

Royal Artillery, Lieutenant-Colonel and Brevet-Colonel Edwin Wodehouse, C.B., to be Colonel, vice Henderson, retired upon full-pay. Dated 1st November, 1865.

Captain and Brevet-Major Richard King Freeth, on the Supernumerary List, to be Lieutenant-Colonel. Dated 1st November, 1865.

Captain and Brevet-Major Francis Montague Maxwell Ommanney to be Lieutenant-Colonel, vice Brevet-Colonel Wodehouse. Dated 1st November, 1865.

Second Captain Frederick Nurse Cromartie to be Captain, vice Brevet-Major Ommanney. Dated 1st November, 1865.

Lieutenant the Honourable Ralph Hare to be Second Captain, vice Cromartie. Dated 1st November, 1865.

Coast Brigade of Artillery, Master-Gunner William Swanston Sprent to be Lieutenant, vice Ramsay, placed upon half-pay. Dated 21st November, 1865.

Grenadier Guards, Ensign and Lieutenant Lord George Murray Pratt to be Lieutenant and Captain, by purchase, vice William Ulick O'Connor, Earl of Desart, who retires. Dated 21st November, 1865.

Albert Sylvain Bates Van de Weyer, Gent., to be Ensign and Lieutenant, by purchase, vice Lord G. M. Pratt. Dated 21st November, 1865.

11th Regiment of Foot, Gentleman Cadet Harry George Wakelyn Ford, from the Royal Military College, to be Ensign, without purchase, vice George Nunn Thomas, transferred to the 28th Foot. Dated 21st November, 1865.

13th Foot, Staff Assistant-Surgeon Charles Henry Leet to be Assistant-Surgeon, vice Nicholas Loftus Gray, deceased. Dated 21st November, 1865:

16th Foot, Nicholas Winsland Patrick Brophy, Gent., to be Ensign, by purchase, vice Roberts, transferred to the 78th Foot. Dated 21st November, 1865.

17th Foot, Albert Llewellyn Creasy, Gent., to be Ensign, by purchase, vice Henry Maxwell Newall, who retires. Dated 21st November, 1865.

18th Foot, Ensign Bernard Gilpin Haines to be Lieutenant, without purchase, vice Henry Gordon Heath, deceased. Dated 23rd October, 1865.

Gentleman Cadet Edward Champneys Milner, from the Royal Military College, to be Ensign, without purchase, vice Haines. Dated 21st November, 1865.

19th Foot, William Alexander Curtis, Gent., to be Ensign, by purchase, vice Thomas Perceval Palmer, who retires. Dated 21st November, 1865.

22nd Foot, Ensign Robert James Dallin to be Lieutenant, by purchase, vice George Robert Henry Daubeney, who retires. Dated 21st November, 1865.

Sir George Albert de Hochepeid-Larpent, Bart., to be Ensign, by purchase, vice Dallin. Dated 21st November, 1865.

Gentleman Cadet William Key Maturin, from the Royal Military College, to be Ensign, without purchase, vice Sir G. A. de Hochepeid-Larpent, transferred to the 88th Foot. Dated 21st November, 1865.

23rd Foot, Lieutenant Annesley Cary to be Captain, without purchase, vice William Munnings Lees, transferred to the Bengal Staff Corps. Dated 21st November, 1865.

Lieutenant Archibald Young Leslie, from the Bengal General List, to be Lieutenant, vice Cary. Dated 21st November, 1865.

24th Foot, Gentleman Cadet Arthur Edward Simmonds Roberts, from the Royal Military College, to be Ensign, without purchase, vice A. C. French, transferred to the 43rd Foot. Dated 21st November, 1865.

Gentleman Cadet John Grant Anderson, from the Royal Military College, to be Ensign, without purchase, vice Roberts, transferred to the 82nd Foot. Dated 21st November, 1865.

28th Foot, Ensign George Nunn Thomas, from the 11th Foot, to be Ensign, vice Cecil Lloyd, transferred to the 91st Foot. Dated 21st November, 1865.

- 30th Foot, Lieutenant Frederick Harcourt Williamson to be Captain, by purchase, vice Edward N. Hill, who retires. Dated 21st November, 1865.
- Ensign Frederic Clowes to be Lieutenant, by purchase, vice Williamson. Dated 21st November, 1865.
- William Hanning Lee, Gent., to be Ensign, by purchase, vice Clowes. Dated 21st November, 1865.
- 40th Foot, Charles Linton, Gent., to be Ensign, by purchase, vice Edward Burnett Robinson, who retires. Dated 21st November, 1865.
- 42nd Foot, Ensign Alan John Colquhoun to be Lieutenant, by purchase, vice Edward Orlando Van Haldane, who retires. Dated 21st November, 1865.
- Andrew Gilbert Wauchope, Gent., to be Ensign, by purchase, vice Colquhoun. Dated 21st November, 1865.
- The promotion of Lieutenant G. A. Furse and of Ensign E. P. Hicks, in succession to Captain A. Ferguson, deceased, bears date 12th September, 1865.
- 43rd Foot, Ensign Alfred Crofton French, from the 24th Foot, to be Ensign, vice J. Bromfield, transferred to the 50th Foot. Dated 21st November, 1865.
- 46th Foot, Captain and Brevet-Major James Burnie Lind, from the Bengal Staff Corps, to be Captain, vice Brevet-Major John James Hood Gordon, transferred to the Bengal Staff Corps. Dated 21st November, 1865.
- 51st Foot, Lieutenant Cobb has, with Her Majesty's approval, assumed the surname of *Cartwright* instead of *Cobb*.
- 52nd Foot, Lieutenant Howard Kingscote, from the Bengal General List, to be Lieutenant, vice Charles O'Loughlin L. Prendergast, transferred to the Bengal Staff Corps. Dated 21st November, 1865.
- 56th Foot, Ensign Donald J. Gordon Stewart to be Lieutenant, without purchase, vice John William Huskisson, promoted to a Half-pay Company, without purchase. Dated 21st November, 1865.
- 60th Foot, Staff-Surgeon Adam Graham Young, to be Surgeon, vice Richard Edward Fitz-Gibbon, who resigns. Dated 21st November, 1865.
- 66th Foot, Gentleman Cadet Henry Herbert Smallpiece, from the Royal Military College, to be Ensign, without purchase, vice John Patrickson, whose appointment on the 12th September last has been cancelled. Dated 21st September, 1865.
- 70th Foot, Ensign Edward Pearson to be Lieutenant, without purchase, vice Henry Bally, killed. Dated 3rd August, 1865.
- Ensign Thomas George Barrett Lennard to be Lieutenant, by purchase, vice Pearson, whose promotion by purchase on the 22nd September, 1865, has been cancelled. Dated 21st November, 1865.
- Gentleman Cadet Arthur Edward Ward, from the Royal Military College, to be Ensign, without purchase, vice Lennard. Dated 21st November, 1865.
- 71st Foot, Captain John Ignatius Macdonell to be Major, without purchase, vice Brevet-Lieutenant-Colonel Arthur Charles Parker, deceased. Dated 21st October, 1865.
- Lieutenant Le Marchant James Carey to be Captain, without purchase, vice Macdonell. Dated 21st October, 1865.
- Ensign Felix James Taylor Brown to be Lieutenant, without purchase, vice Carey. Dated 21st October, 1865.
- Ensign Francis Arkwright, from the 100th Foot, to be Ensign, vice Brown. Dated 21st November, 1865.
- 78th Foot, Lieutenant John Nathaniel Gower to be Captain, without purchase, vice Alexander Balfour Ker Williamson, deceased. Dated 26th October, 1865.
- Ensign Hugh Gough Grant to be Lieutenant, without purchase, vice Gower. Dated 26th October, 1865.
- Ensign John Fielding Willis Kane, from the Ceylon Rifle Regiment, to be Lieutenant, by purchase, vice Grant, whose promotion, by purchase, on the 10th November, 1865, has been cancelled. Dated 21st November, 1865.
- Ensign James Nicholl McAdam to be Lieutenant, by purchase, vice Richard Pierce Butler, who retires. Dated 21st November, 1865.
- Ensign Charles Roberts, from the 16th Foot, to be Ensign, vice McAdam. Dated 21st November, 1865.
- Lieutenant George Eardley Lecky to be Adjutant, vice Lieutenant Butler, who retires. Dated 21st November, 1865.
- 79th Foot, Lieutenant Arthur L'Estrange H. Holmes, from the 7th Hussars, to be Lieutenant, vice L. F. Jamieson, who exchanges. Dated 18th September, 1865.
- 82nd Foot, Lieutenant Charles Spencer to be Captain, without purchase, vice John Fred. Pilkington, deceased. Dated 29th August, 1865.
- Ensign Henry Whalley Nicholson to be Lieutenant, without purchase, vice Spencer. Dated 29th August, 1865.
- Ensign Arthur Edward Simmonds Roberts, from the 24th Foot, to be Ensign, vice Nicholson. Dated 21st November, 1865.
- 88th Foot, Ensign Sir George Albert de Hoche-pied-Larpent, Bart., from the 22nd Foot, to be Ensign, vice Howorth, promoted. Dated 21st November, 1865.
- 89th Foot, Staff-Surgeon Alexander Reid, to be Surgeon, vice Surgeon-Major John Thomas Watson Bacot, who exchanges. Dated 21st November, 1865.
- 91st Foot, Ensign Anthony Edward Parker to be Lieutenant, without purchase, vice Atherton Powys Maurice, deceased. Dated 15th October, 1865.
- Ensign Cecil Lloyd, from the 28th Foot, to be Ensign, vice Parker. Dated 21st November, 1865.
- 98th Foot, Ensign Charles Forbes Calland, to be Lieutenant, by purchase, vice Ernest Wolseley de Lousada, who retires. Dated 21st November, 1865.
- Mitford Cust, Gent., to be Ensign, by purchase, vice Calland. Dated 21st November, 1865.
- 100th Foot, Gentleman Cadet George Carew Fenwick, from the Royal Military College, to be Ensign, without purchase, vice Francis Arkwright, transferred to the 71st Foot. Dated 21st November, 1865.
- 103rd Foot, Gentleman Cadet Richard Casement Nicholetts, from the Royal Military College, to be Ensign, vice Spottiswoode, transferred to the 107th Foot. Dated 21st November, 1865.

105th Foot, Lieutenant Josiah Wilkinson to be Adjutant, vice Lieutenant Kenneth Douglas Coffin, who resigns the appointment. Dated 21st November, 1865.

107th Foot, Ensign John George Montague De Lair Bean to be Lieutenant, vice William Harry Hine, who resigns. Dated 24th August, 1865.

Ensign Lambert Loveday Spottiswoode, from the 103rd Foot, to be Ensign, vice Bean. Dated 21st November, 1865.

108th Foot, Lieutenant Albert Fitzwilliam Taylor, from Bengal General List, to be Lieutenant, vice Adolphus Vallings, transferred to Bengal Staff Corps. Dated 21st November, 1865.

4th West India Regiment, Lieutenant Charles Howarth, from half-pay, late Turkish Contingent, to be Lieutenant, vice Gavegan, promoted to a Half-pay Company, without purchase. Dated 21st November, 1865.

Ensign Thomas Viny Biron to be Lieutenant, by purchase, vice Charles Howarth, who retires. Dated 21st November, 1865.

George Beresford Deare, Gent., to be Ensign, by purchase, vice Biron. Dated 21st November, 1865.

Royal Canadian Rifle Regiment, Lieutenant John T. Lyon Cobham to be Captain, by purchase, vice John Fellows Armstrong, who retires. Dated 21st November, 1865.

Ensign Albert William Money to be Lieutenant, by purchase, vice Thomas Harman Bond, who retires. Dated 21st November, 1865.

Ensign Edward Whitacre Davies to be Lieutenant, by purchase, vice Cobham. Dated 21st November, 1865.

Laurence Richard Dowdall, Gent., to be Ensign, by purchase, vice Money. Dated 21st November, 1865.

Hammett George Furner, Gent., to be Ensign, by purchase, vice Davies. Dated 22nd November, 1865.

RECRUITING DISTRICT.

Brevet-Colonel Henry Bingham, from Lieutenant-Colonel 60th Foot, to be Inspecting Field Officer, vice Brevet-Colonel George Campbell, C.B., who retires upon half-pay. Dated 21st November, 1865.

STAFF.

Brevet-Colonel Henry John Shaw, Lieutenant-Colonel, half-pay, late Invalid Depôt, Chatham, to be Governor of the Herbert Hospital, at Woolwich. Dated 21st November, 1865.

MEDICAL DEPARTMENT.

David Dumbreck, M.D., C.B., Inspector-General of Hospitals, upon half-pay, to be Honorary Physician to Her Majesty, vice John Forrest, M.D., C.B., deceased. Dated 21st November, 1865.

Surgeon-Major John Thomas Watson Bacot, from the 89th Foot, to be Staff Surgeon-Major, vice Staff-Surgeon Alexander Reid, who exchanges. Dated 21st November, 1865.

Staff-Surgeon Thomas Moorhead, M.D., having completed 20 years' full-pay service, to be Staff-Surgeon-Major, under the provisions of the Royal Warrant of 1st October, 1858. Dated 24th October, 1865.

Surgeon Edward James Franklyn, M.D., from the 7th Dragoon Guards, to be Staff-Surgeon, vice Staff Surgeon-Major John Mure, M.D., appointed to the 7th Dragoon Guards. Dated 21st November, 1865.

Staff Assistant-Surgeon John Joseph Verdon, from half-pay, to be Staff Assistant-Surgeon, vice Patrick O'Connor, deceased. Dated 21st November, 1865.

Assistant-Surgeon William Menzies Calder, from the Royal Artillery, to be Staff-Surgeon, vice Adam Graham Young, appointed to the 60th Foot. Dated 21st November, 1865.

Assistant-Surgeon James d'Altera, from the Royal Artillery, to be Staff Assistant-Surgeon, vice Charles Henry Leet, appointed to the 13th Foot. Dated 21st November, 1865.

BREVET.

Colonel William Henderson, on the Retired Full-pay List of the Royal Artillery, to be Major-General, the rank being honorary only. Dated 1st November, 1865.

Brevet-Colonel Frank Adams, Lieutenant-Colonel on half-pay, late 28th Foot, with rank of Brigadier-General, to have the local rank of Major-General in India. Dated 21st November, 1865.

Brevet-Colonel Daniel Rainier, Lieutenant-Colonel 98th Foot, to have the local rank of Major-General in India. Dated 21st November, 1865.

Brevet-Colonel George Campbell, C.B., half-pay, late Inspecting Field-Officer of a Recruiting District, to have the temporary rank of Brigadier-General while serving in the command of a Brigade. Dated 21st November, 1865.

Captain the Honourable Frederick Le Poer Trench, 40th Foot, to be Major. Dated 1st March, 1864.

Lieutenant and Riding-Master William Boylin, half-pay Royal Artillery, to be Captain, the rank being honorary only. Dated 12th September, 1865.

The undermentioned alteration of rank and promotions to take place in Her Majesty's Indian Military Forces, consequent on the deaths of—

Major-General Sir Stuart Corbett, K.C.B., Bengal Infantry, on the 1st August, 1865; and Major-General James Scott, Bombay Infantry, on the 11th October, 1865:—

Major-General W. E. Baker to take rank from 2nd August, 1865.

Colonel John Liptrap, Bengal Infantry, to be Major-General. Dated 22nd August, 1865.

Colonel Herbert Marshall, Madras Infantry, to be Major-General. Dated 12th October, 1865.

The undermentioned Officers having completed the qualifying service in the rank of Lieutenant-Colonel, to be Colonels, under the provisions of the Royal Warrant of 14th October, 1858:—

Lieutenant-Colonel William Thomas Laird Patterson, 91st Foot. Dated 12th November, 1865.

Lieutenant-Colonel William Frederick Carter, 63rd Foot. Dated 16th November, 1865.

The undermentioned Officers, who have retired upon full-pay, to have a step of honorary rank as follows:—

Major Charles William Nightingale, Bengal Staff Corps, to be Lieutenant-Colonel. Dated 21st November, 1865.

Major John Henry Balmain, Bengal Cavalry, to be Lieutenant-Colonel. Dated 21st November, 1865.

The undermentioned Captains of the Royal Artillery to have the local rank of Major in India:—

J. C. Hailes. Dated 13th June, 1865.
R. A. Morse. Dated 14th June, 1865.
D. G. Anderson. Dated 14th June, 1865.
J. Shekleton. Dated 14th June, 1865.

MEMORANDUM.

First Class Schoolmaster John Stewart, of the Cavalry Depôt, Canterbury, to be Superintending-Schoolmaster, under the provisions of the Royal Warrant of 19th May, 1863. Dated 21st November, 1865.

Admiralty, 17th November, 1865.

Royal Marine Light Infantry.

First Lieutenant Alfred Fonblanque to be Adjutant. Dated 16th November, 1865.

Admiralty, 17th November, 1865.

Commander James Simpson to be Captain.

Admiralty, 18th November, 1865.

The undermentioned Assistant-Surgeons have this day been promoted to the rank of Surgeon in Her Majesty's Fleet:—

William Tait Carr, Esq.
John Frederick Mitchell, Esq.
James Nicholas Joseph O'Malley, Esq.
Dr. Duncan Hilston.

Dr. Duncan Hilston, having now passed for Surgeon, has been promoted for service in New Zealand.

Mr. Robert Young has this day been promoted to the rank of First Class Assistant Engineer in Her Majesty's Fleet, with seniority of 16th October, 1865.

Admiralty 20th November, 1865.

Mr. Thomas Bray Jordan has this day been promoted to the rank of First Class Assistant Engineer in Her Majesty's Fleet, with seniority of 16th November, 1865.

Queen's Commission.

Durham Artillery Militia.

William Hill, Gent., to be Quartermaster, from the 2nd October, 1865, vice Wilson, deceased.

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

2nd Warwickshire Rifle Volunteer Corps.

Lieutenant Oliver Minster to be Captain, vice Hartopp, resigned. Dated 17th November, 1865.

Ensign George Francis Twist to be Lieutenant, vice Newark, resigned. Dated 17th November, 1865.

3rd Warwickshire Rifle Volunteer Corps.

George Mitchell Seabroke, Gent., to be Ensign, vice Thewles, promoted. Dated 17th November, 1865.

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

2nd Derbyshire Militia.

Ensign George Lawrence Ricketts Ricketts to be Supernumerary Lieutenant, vice Goodwin, deceased. Dated 18th November, 1865.

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

5th Cumberland Artillery Volunteer Corps.

Charles William Allen, Gent., to be Second Lieutenant. Dated 14th November, 1865.

MEMORANDUM.

Adjutant John McGrotty, of the 1st Administrative Battalion of the Isle of Wight Rifle Volunteers, to serve with the rank of Captain. Dated 17th November, 1865.

Whitehall, July 24, 1865.

The Right Honourable Sir William Erle, Knt., Lord Chief Justice of Her Majesty's Court of Common Pleas, at Westminster, has appointed Joseph William Taylor, of Buxton, in the county of Derby, Gentleman, to be one of the Perpetual Commissioners for taking the acknowledgments of deeds to be executed by married women, under the Act passed for the abolition of fines and recoveries, and for the substitution of more simple modes of assurance, in and for the county of Derby.

Whitehall, November 6, 1865.

The Right Honourable Sir William Erle, Knt., Lord Chief Justice of Her Majesty's Court of Common Pleas, at Westminster, has appointed Henry Morten Cotton, of No. 46, Chancery-lane, in the county of Middlesex, Gentleman, to be one of the Perpetual Commissioners for taking the acknowledgments of deeds to be executed by married women, under the Act passed for the abolition of fines and recoveries, and for the substitution of more simple modes of assurance, in and for the county of Middlesex, also in and for the city and liberties of Westminster, and the city of London.

NOTICE TO MARINERS.

(No. 65.) SCOTLAND—WEST COAST.

Revolving Light on Skervuile or Iron Rock, Sound of Jura.

THE Commissioners of Northern Lighthouses have given notice, that on and after the 15th day of December, 1865, a light will be exhibited from a lighthouse recently erected on Skervuile, Sgeir Maioile, or Iron Rock, at the southern entrance to the sound of Jura, west coast of Scotland.

The light will be a revolving white light, attaining its greatest brilliancy every minute. It is placed at an elevation of 73 feet above the level of high water springs, and in clear weather should be seen from a distance of 14 miles.

The illuminating apparatus is dioptric or by lenses.

The tower stands in lat. 55° 52' 30" N., long. 5° 49' 30" West of Greenwich, distant 2 miles about S.E. by E. from the entrance of Lowland-man Bay, in Jura.

FIRTH OF CLYDE.

Beacon on Paterson Rock.

Also, that a cast-iron beacon has been erected on Paterson Rock, which lies about a mile eastward of Sanda Island, at the entrance to the Firth of Clyde. The rock, about 330 yards in length, dries at very low tides, and has 9 feet water over it at high springs. The buoy which hitherto marked it is now removed.

The beacon is placed about the middle of the rock and coloured *red*. It consists of a close iron casing, 7 feet in diameter at the top, surmounted by a cylindrical cage, the summit of which is about 26 feet above high water springs.

[All bearings are magnetic. Variation $2^{\circ} 35'$ West in 1865.]

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
10th November, 1865.

This Notice affects the following Admiralty Charts:—Scotland, West Coast, Nos. 2635, 1966; sheet 4, No. 2515; Lochs Swen, Killisport, &c., No. 2478; Anchorages on the East side of Jura, No. 2374; and Sanda Island, No. 1945. Also, British Islands Lights List, No. 236.

NOTICE TO MARINERS.

(No. 66.)—SWEDEN—WEST COAST.

Fixed Red Light on Maseskär.

THE Royal Administration of Maritime Affairs at Stockholm has given notice, that on and after the 8th day of November, 1865, a light would be exhibited from a lighthouse recently erected on Maseskär, near the pilot station of Karringö, on the West Coast of Sweden.

The light is a *fixed red* light, at an elevation of 114 feet above the mean level of the sea, and in clear weather should be seen from a distance of about twelve miles.

The illuminating apparatus is dioptric or by lenses, of the second order.

The tower is 72 feet high from base to vane, and stands about midway between the lighthouses of Marstrand and Hallö, in lat. $58^{\circ} 5' 50''$ N., long. $11^{\circ} 20'$ East of Greenwich. It is painted red, and about 55 yards eastward of it are three dwelling-houses, two of which are also painted red, and the third white. The sea mark hitherto on Maseskär has been removed.

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
13th November, 1865.

This Notice affects the following Admiralty Charts:—Baltic, General, No. 2262; Baltic Sea, No. 2842a; and the Skagerrak or Sleeve, No. 2289.

NOTICE TO MARINERS.

(No. 67.)—ENGLAND—SOUTH COAST.

Fixed Light in Lighthouse on St. Anthony Point.

THE Corporation of the Trinity House, London, has given notice, that, in accordance with the Notice to Mariners, No. 56, issued from this office on the 12th October, 1865, the *fixed* white light, to clear the Mannacle Rocks, will be exhibited from the lighthouse on St. Anthony Point, on and after the 15th day of November, 1865.

The light is 37 feet below the revolving light, and will be seen when bearing between N.N.E. $\frac{1}{2}$ E. and N. by E. $\frac{1}{4}$ E.

EAST COAST.

Pakefield Gateway.

Also, that the light exhibited from Kessingland for the navigation of Pakefield Gat has been altered, to correspond with the alteration in that channel, and now shows between the bearings of N.W. by W. and N.N.W. $\frac{3}{4}$ W.

Orfordness Lighthouses.

Also, that the Orfordness lighthouses are now painted in *red* and *white* bands, instead of all red as heretofore.

Ower Bank.

Also, that a black spiral buoy, with *North Ower* painted on it, has been placed on the north end of the Ower Sand, in 4 fathoms low-water springs, with the Leman and Ower light vessel bearing S. by E. $\frac{3}{4}$ E. distant $6\frac{1}{2}$ miles; and the Leman buoy S.W. by S. $4\frac{1}{2}$ miles.

[All bearings are magnetic. Variation at the Mannacles, $22^{\circ} 50'$ W.; at Pakefield Gat, $19^{\circ} 55'$ W.; and at the Ower Bank, $20^{\circ} 5'$ W. in 1865.]

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
14th November, 1865.

This Notice affects the following Admiralty Charts:—English Channel, Nos. 1598; 2675 *b*, and Sheet 1, 2565; Falmouth Harbour, No. 32; Thames to St. Abbs Head, Sheet 1, No. 2902; North Sea General, No. 2339; and North Sea, Sheet 2, No. 2182. Also, Channel Pilot, part 1, page 55; North Sea Pilot, part 3, pp. 129, 155, 166; and British Islands Lights List, Nos. 8, 97, and 98.

Errata to Notice to Mariners, No. 63, dated 4th November, 1865:—In the first paragraph, for *Satellite* read *Satellite*.

Act No. 18 of 1865.

CAPE OF GOOD HOPE.

ANALYSIS.

Preamble.

1. Landing of horned cattle prevented. Penalty for contravention.
2. Sufficient bail to be taken before release of any person committed for trial under this Act.
3. Duty of officer boarding vessel to apprise master of the existence of this Act.
4. Indemnity to owners of cattle shipped before publication of this Act in London Gazette. Exceptions.
5. Interpretation of term "master."
6. Duration of Act.

Act to prevent the Introduction into this Colony of Malignant Diseases affecting Horned Cattle.

WHEREAS it appears, by intelligence recently received in this Colony, that a malignant disease, occasioning a great mortality amongst horned cattle, has appeared in Great Britain, and elsewhere in Europe: And whereas it is expedient to prevent, if possible, the introduction into this Colony of the said disease, and of any similar disease of a fatal character, by pro-

hibiting for a limited time the importation of horned cattle: Be it enacted by the Governor of the Cape of Good Hope, with the advice of the Legislative Council and House of Assembly thereof, as follows:

I. During the operation of this Act, it shall not be lawful to land at any port or place in this Colony, from any ship or vessel, any head of horned cattle; and the master of any ship or vessel who shall land, or permit or suffer to be landed, from such ship or vessel any head of horned cattle, shall for every head of horned cattle so landed forfeit, upon conviction, any sum not exceeding four hundred pounds sterling.

II. No master of any ship or vessel who shall have been committed for trial for the offence in the last preceding section mentioned shall, pending such trial, be released from custody, unless he shall give good and sufficient bail that he will duly appear to take his trial for such offence in any competent court, and that he will pay and satisfy any fine which may, by such court, be imposed upon him for such offence.

III. It shall be the duty of the Port-Captain, Harbour-Master, or other officer of Government who shall first board any ship or vessel arriving at any of the ports in this Colony, to ask the master of such ship or vessel whether he has on board any horned cattle; and, should the said master reply in the affirmative, the Port-Captain, Harbour-Master, or other officer, shall inform the said master of this Act, and deliver to him a copy of the same.

IV. If, during the operation of this Act, there shall arrive in this Colony any head of horned cattle which shall have been shipped for this Colony before the publication of this Act in the London Gazette, it shall be lawful for the Governor of this Colony, and he is hereby authorized, to indemnify from and out of the public revenue the owner of every such head of horned cattle, by paying to him or to his agent the first cost of every such head of horned cattle, together with freight, insurance, and any other charges which shall have been reasonably and properly incurred upon or about such head of horned cattle; whereupon such head of horned cattle shall become the property of the Colonial Government: Provided that nothing in this section contained shall extend to any horned cattle which shall have been shipped at any time after the publication of this Act in the London Gazette, or to any head of horned cattle which shall be found to be actually suffering from any such disease as is in the preamble of this Act mentioned.

V. In the interpretation of this Act, the term "master" shall include any officer in command of the ship or vessel.

VI. This Act shall continue in force until the 31st December, 1866, and no longer.

Given at Government House, Cape Town,
this 10th day of October, 1865.

By command of His Excellency the Governor,
R. SOUTHEY, Colonial Secretary.

NOTICE is hereby given, that the building formerly known as the New Court Baptist Chapel, in Westgate-street, in the parish of Newcastle-upon-Tyne, in the county of Northumberland, which was registered for the solemnization of marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85, on the 24th July, 1837, is now no longer used as a place of meeting for religious worship; and that the registry thereof,

as aforesaid, was, therefore, on the 16th of November, 1865, formally cancelled by the Registrar-General of Births, Deaths, and Marriages for England and Wales.

Witness my hand this 17th day of November, 1865.

E. Edwards, Secretary.

General Register Office, Somerset House,
November 17, 1865.

NOTICE is hereby given, that the building formerly known as the Penuel Baptist Chapel, in Well-street, in the parish of Bangor, in the county of Carnarvon, which was registered for the solemnization of marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85, on the 24th April, 1840, is now no longer used as a place of meeting for religious worship; and that the registry thereof, as aforesaid, was, therefore, on the 16th November, 1865, formally cancelled by the Registrar-General of Births, Deaths, and Marriages for England and Wales.

Witness my hand this 17th day of November, 1865.

E. Edwards, Secretary.

General Register Office, Somerset House,
November 17, 1865.

NOTICE is hereby given, that a separate building, named Victoria Hall, situate at Union-street, Friar-street, Blackfriars-road, in the parish of Saint George the Martyr, Southwark, in the county of Surrey, in the district of Saint George, Southwark, being a building certified according to law as a place of religious worship, was, on the 31st day of October, 1865, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 15th day of November, 1865.

John H. Fitch, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Wesley Chapel, situated at Leamore Bloxwich, in the township of Walsall Foreign, in the county of Stafford, in the district of Walsall, being a building certified according to law as a place of religious worship, was, on the 17th day of November, 1865, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 18th day of November, 1865.

Rayner Blount Lewis, Superintendent Registrar.

India Office, November 20, 1865.

THE Secretary of State for India in Council hereby gives notice, that he has received a Madras Gazette, containing the following notice of Orders made by the Court for the Relief of Insolvent Debtors there, under the provisions of the Act 11 Victoria, cap. 21:

In the Court for the Relief of Insolvent Debtors, at Madras.

In pursuance of Orders of this Court made in the matter of the undermentioned Insolvent Debtors, and respectively dated 9th and 18th day of August, 1865. It is ordered that the said Insolvents be personally discharged under the provisions of the Act 11th Victoria, chapter 21, in

respect of all the debts mentioned in their schedules:—

Thomas Peter Rodrigues.
John Alexander Doyle.
Joseph Anthony D'Souza.
John Marian Simpson.
David Frederick Moore Lane.
Mariammah.
Alexander Defries.
Ghooam Hoossain, otherwise called Shajee
Ool Mook Rustomood Dowlah Shair
Afgukhan Bahadoor John Bauz Jung,
5th Petition.
Curreemundalun Parthasarthy Naidoo.
Cherry Maglor Gaybisse, 3rd Petition.
Authoopakum Condasawmy Moodelly and
Annammall.

Date of Gazette containing notice, September 1, 1865.

B. Brooks, Official Assignee.

India Office, November 20, 1865.

THE Secretary of State for India in Council hereby gives notice, that he has received a Madras Gazette, containing the following notice that the undermentioned Insolvents have filed their Petitions in the Court for the Relief of Insolvent Debtors there, under the provisions of the Act 11 Vict., cap. 21:

Petitions filed praying for relief.

Notice is hereby given, that Petitions to the Court for the Relief of Insolvent Debtors were filed on the 18th day of August last, by Caukavakum Streenevasooloo Naidoo, a Hindoo inhabitant of Madras, residing at No. 36, in Antcharapen-street, in the Black Town of Madras, and employed as a Clerk in the Post Audit Department, Accountant General's Office, by Caukurla Venkiah Naick, a Hindoo inhabitant of Madras, residing at No. 18, in Munnaroo-street, in the Black Town of Madras, and lately a Merchant, but now a Broker, by Vundavasee Moonesawmy Chetty, a Hindoo inhabitant of Madras, and lately a Merchant in the Purchase and Sale of Europe Goods, but now out of business, and a Prisoner in Her Majesty's Debtors' Jail, and by C. S. Parthasarthy Chetty, a Hindoo inhabitant of Madras, residing at No. 334, in Thumboo Chetty-street, in the Black Town of Madras, and lately carrying on business under the name and firm of Coopoo Sooboo Parthasarthy Chetty and Company, but now out of business, the said Insolvents severally being and residing within the jurisdiction of the High Court of Judicature at Madras, praying for the benefit of the Act 11th Victoria, chapter 21, intituled "An Act to consolidate and amend the Laws relating to Insolvent Debtors in India," and on the same days Orders were respectively made by the said Insolvent Court, vesting the estates and effects of the said Caukavakum Streenevasooloo Naidoo, Caukurla Naick, Vundavasee Moonesawmy Chetty and C. S. Parthasarthy Chetty, in Benjamin Brooks, Esquire, the Official Assignee of the said Court. Date of Gazette containing notice, September 5, 1865.

A. Macdonald Ritchie, Chief Clerk.

Madras, Chief Clerk's Office,
18th August, 1865.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given that—

1799. Henry Duncan Preston Cunningham, of Bury, in the county of Hants, Esquire, has given notice at the Office of the Commissioners of his intention to proceed with his application for letters patent for the invention of "an improved method of training guns."

1806. And William Goulding, of No. 34, Ayles-ton-street, Leicester, has given the like notice in respect of the invention of "improvements in ornamental fences and baskets to contain flowers and other articles."

As set forth in their respective petitions, both recorded in the said office on the 7th day of July, 1865.

1826. And Robert Hineson, of Liverpool, in the county of Lancaster, Hotelkeeper, has given the like notice in respect of the invention of "improvements in food for horses, and in the preparation of the same."

1827. And Henry Fearnley, of Halifax, in the county of York, Mechanician, and Christopher Smith, of Batley, in the same county, Mechanic, have given the like notice in respect of the invention of "improvements in machinery for washing, wringing, mangling, and drying domestic clothes or other fabrics and fibrous substances."

As set forth in their respective petitions, both recorded in the said office on the 10th day of July, 1865.

1830. And Frederick Massey, of Tysoe-street, Clerkenwell, in the county of Middlesex, Ship Log Manufacturer, has given the like notice in respect of the invention of "improvements in ships' logs."

As set forth in his petition, recorded in the said office on the 11th day of July, 1865.

1839. And Samuel Burt Howlett, of Chelsea, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "a new instrument or anemograph for delineating and registering the direction and force of the winds."

1840. And Auguste Denayrouze, of Espalion, in the Department of Aveyron, in the French Empire, and of 21, Golden-square, in the county of Middlesex, Lieutenant in the French Imperial Navy, has given the like notice in respect of the invention of "improvements in apparatus and equipments used by persons employed under water, part of the improvements being also applicable for the use of persons employed where noxious gases or vapours prevail."

1841. And Harrison Blair, of Kearsley, in the county of Lancaster, Manufacturing Chemist, has given the like notice in respect of the invention of "improvements in the production of gases from aqueous vapour, and in the application thereof to heating purposes."

As set forth in their respective petitions, all recorded in the said office on the 12th day of July, 1865.

1847. And William Meddowcroft, of Hammer-smith, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improvements in the construction of rollers for window blinds, and in apparatus connected therewith."

1848. And John Bishop Chatterley, of Birmingham, in the county of Warwick, Manufacturer, has given the like notice in respect of the invention of "improvements in the manufacture of cruet frames."

1850. And David Fulton and John Fulton, both of Glasgow, in the county of Lanark, North Britain, Engravers to Calico Printers, have given the like notice in respect of the invention of "improvements in mandrils for rollers, such as are used for printing or embossing."

1853. And Stevens Tripp, of Dane's-inn, Strand, in the county of Middlesex, Solicitor, has given the like notice in respect of the invention of "improvements in the means of securing envelopes for enclosing letters and other papers."

1855. And Andrew Edward Molin, of Fahlun, in the Kingdom of Sweden, has given the like notice in respect of the invention of "improvements in separating gold from ores containing copper and gold."

As set forth in their respective petitions, all recorded in the said office on the 14th day of July, 1865.

1863. And Stephen Dummere, of John-street, Hampstead, in the county of Middlesex, has given the like notice in respect of the invention of "an improved mattress and palliase for the use of the nursery, invalids, or hospitals."

1864. 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 pumps."—A communication to him from abroad by Jean Pierre Tajan, of Paris, France.

As set forth in their respective petitions, both recorded in the said office on the 17th day of July, 1865.

1880. And Joseph Grindley Rowe, of 5, Queen-square, Westminster, has given the like notice in respect of the invention of "improvements in signal and alarm apparatus for railways and railway trains."

1887. And Thomas Henry Ince, of the Westminster Palace Hotel, Westminster, in the county of Middlesex, Barrister-at-Law, has given the like notice in respect of the invention of "improvements in shoeing horses."

As set forth in their respective petitions, both recorded in the said office on the 19th day of July, 1865.

1921. 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 "a new or improved instrument to be employed in examining and facilitating operations in the throat."—A communication to him from abroad by Philippe Othon, de Clermont, of Paris, France.

As set forth in his petition, recorded in the said office on the 24th day of July, 1865.

1939. And Edward Spicer, of 19, New Bridge-street, Blackfriars, in the city of London, has given the like notice in respect of the invention of "improvements in compositions similar to gunpowder, for blasting, for use in ordnance and fire arms, and for other purposes."—A communication to him from abroad by Pedro Nisser, a person resident at Melbourne, Australia.

As set forth in his petition, recorded in the said office on the 26th day of July, 1865.

1969. And John Swinburne, of Wenlock-street, City-road, in the county of Middlesex, and James Laming, of Lauderdale-buildings, Aldersgate-street, in the city of London, Engineers, have given the like notice in respect of

the invention of "improvements in means of apparatus for stopping or retarding railway carriages."

As set forth in their petition, recorded in the said office on the 29th day of July, 1865.

1979. 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 "an improved method of obtaining induced currents of electricity from magnets and induction coils."—A communication to him from abroad by Jerome Kidder, of the city and State of New York, United States of America.

1980. 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 "an improvement in refining petroleum and other hydro-carbon oils."—A communication to him from abroad by Robert Augustus Chesebrough, of New Rochelle, in the State of New York, United States of America.

As set forth in their respective petitions, both recorded in the said office on the 31st day of July, 1865.

2196. And François Antoine Edmond Guironnet de Massas, of Hoxton in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improvements in machinery for treating cotton seeds, in order to remove the cotton therefrom and to prepare the seeds for crushing."

2200. And George Tomlinson Bousfield, of Loughborough-park, Brixton, in the county of Surrey, has given the like notice in respect of the invention of "improvements in folding chairs."—A communication to him from abroad by James Gourley English and Edwin Francis Mersick, persons resident at New Haven, State of Connecticut, United States of America.

As set forth in their respective petitions, both recorded in the said office on the 26th day of August, 1865.

2294. And John Matthias Hart, of 76, Cheapside, in the city of London, Lock Manufacturer, has given the like notice in respect of the invention of "improvements in the construction of iron safes, strong boxes, and other receptacles."

As set forth in his petition, recorded in the said office on the 7th day of September, 1865.

2405. And William Watkin, of Saint George's-road, Southwark, in the county of Surrey, Traveller, has given the like notice in respect of the invention of "improvements in and applicable to furnaces for the consumption of smoke."

As set forth in his petition, recorded in the said office on the 21st day of September, 1865.

2532. And William Robert Lake, of the International Patent Office, No. 8, Southampton-buildings, in the county of Middlesex, Consulting Engineer, has given the like notice in respect of the invention of "an improved sewing machine."—A communication to him from abroad by Henry Hudson, of Three Springs, Pennsylvania, United States of America.

As set forth in his petition, recorded in the said office on the 3rd day of October, 1865.

2677. And Arthur Hill Hassall, of Wimpole-street, in the county of Middlesex, M.D., has given the like notice in respect of the invention of "improvements in the preparation of meat for food."

As set forth in his petition, recorded in the said office on the 17th day of October, 1865.

2756. And Thomas Russell Crampton, of Great George-street, Westminster, Civil Engineer, has given the like notice in respect of the invention of "improvements in the construction of roadways, floorings, and other surfaces."

As set forth in his petition, recorded in the said office on the 26th day of October, 1865.

2803. And Robert Cassels, Ironmaster, of Glasgow, in the county of Lanark, North Britain, and Thomas Morton, Manager of the Motherwell Iron Works, in the same county, have given the like notice in respect of the invention of "improvements in furnaces."

As set forth in their petition, recorded in the said office on the 31st day of October, 1865.

2872. And Gustavus Adolphus Jasper, of the county of Middlesex, of the State of Massachusetts, in the United States of America, has given the like notice in respect of the invention of "having reference to the cleansing or bleaching of sugar, which invention may also be applicable to other purposes of like character."

As set forth in his petition, recorded in the said office on the 7th day of November, 1865.

2884. And Thomas Westley, Machinist, and Walter Bibby, Currier, both of Preston, in the county of Lancaster, have given the like notice in respect of the invention of "improvements in ships and pulley blocks for general purposes."

As set forth in their petition, recorded in the office on the 8th day of November, 1865.

2921. And Henry Cogswell Davis, of Boston, in the county of Suffolk, and State of Massachusetts, of the United States of America, has given the like notice in respect of the invention of "a new and useful improvement in nail machines, or the feeding mechanism therefor."—A communication to him by Cyrus Dexter Hunt, a person resident at Fairhaven, in the county of Bristol, and State of Massachusetts.

As set forth in his petition, recorded in the said office on the 13th day of November, 1865.

2925. And Henri Adrien Bonneville, of the British and Foreign Patent Offices, 24, Rue du Mont Thabor, Paris, in the Empire of France, and 38, Porchester-terrace, Bayswater, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "improvements in apparatus for threading needles."—A communication from Frederick Emile Texier and Victor Texier, persons residing at Rue de la Roquette, Paris, in the Empire of France aforesaid.

As set forth in his petition, recorded in the said office on the 14th day of November, 1865.

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 applications at the said Office of the Commissioners, within twenty-one days after the date of the Gazette in which this notice is issued.

In Chancery.

In the Matter of the Companies Act, 1862, and in the Matter of the Second Saint Peter's Fifty Pounds Money Company.

BY an order made by the Master of the Rolls in the above matter, dated the 11th day of November, 1865, on the petition of Har-

riet Shepley Stanley, of Southport, in the county of Lancaster, Widow, the administratrix of the estate and effects of John Stanley, formerly of the city of Manchester, and afterwards of Burton, in the parish of Gresford, in the county of Denbigh, Merchant, a contributory of the said Company, it was ordered that the Second Saint Peter's Fifty Pounds Money Company be wound up by the Court of Chancery under the provisions of the Companies Act, 1862.

Clarke, Woodcock, and Ryland, of No. 14, Lincoln's-inn-fields, in the county of Middlesex; Agents for
Brooks, Marshall, and Brooks, of No. 40, Brown-street, in the city of Manchester, Solicitors for the Petitioner.

In Parliament—Session, 1866.

The Ipswich Fishery Act, 1859, (Amendment).

THE mayor, aldermen, and burgesses of the borough of Ipswich (who are hereinafter called the Corporation), intend to apply to Parliament in the next session thereof for a Bill, for the following among other purposes:—

1. To alter and enlarge certain of the powers and provisions of "The Ipswich Fishery Act, 1859," (22 and 23 Vict., cap. 72), and especially to provide that the days, or hours of the day, during which it shall not be lawful to dredge, and the stint of oysters which may be dredged, and the amount to be paid to the licensed dredgers in the first instance on delivering the oysters dredged, may from time to time be prescribed by a committee of the corporation; to facilitate the recovery and to increase the amount of penalties provided for by the said Act; and to enable the corporation, or their committee, to make and enforce further bye-laws and regulations; to provide that a breach of the bye-laws or regulations relating to the fishery shall in certain circumstances involve a forfeiture of the licence; to alter the provisions of the ninth section of the said Act, with respect to the apportionment of the proceeds arising from the sale of oysters; and to provide that the oysters and oyster fishery in the River Orwell (as the said river is defined in the said Act) shall be deemed the property of the corporation; and that for the purpose of all actions, prosecutions, or other legal proceedings relating to the unlawful dredging of oysters in the said fishery, or the taking of oysters therefrom, or from the places where the same should be deposited, or the neglect or wilful omission to deposit at the prescribed places, oysters dredged in the said river, the oysters and the oyster fishery shall so be deemed the property of the corporation, and the corporation may be plaintiffs, or prosecutors, or parties in any such proceedings.

2. To enable the corporation to raise further sums of money for the purpose of the fishery upon mortgage of the proceeds of the said fishery, or of their borough fund, or by both those means.

3. To enable the corporation from time to time to demise, or lease for a term of years, all their rights, powers, and interest in the said fishery.

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, 1865.

Dated this 9th day of November, 1865.

S. A. Notcutt, Town Clerk.

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 11th day of November, 1865.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.		Average Amount.
Ashford Bank	Ashford	Jemmett, Pomfret, & Co. 11169
Aylesbury Old Bank	Aylesbury	Cobb and Co. 25129
Baldock Bank and Baldock and Biggleswade Bank	Biggleswade	Wells, Hogge, and Co. 20141
Barnstaple Bank	Barnstaple	Marshall and Co. 3516
Bedford Bank	Bedford	Barnard and Co. 30834
Bicester and Oxfordshire Bank and Oxford Bank	Bicester	Tubb and Co. 14800
Boston Bank	Boston	Claypon and Co. 71676
Boston Bank	Boston	Gee and Co. 15050
Bridgwater Bank	Bridgwater	Sealy and Prior 7298
Bristol Bank	Bristol	Miles, Miles, and Co. 22595
Broseley and Bridgnorth and Bridgnorth and Broseley Bank	Broseley	Pritchard & Co. 17099
Buckingham Bank	Buckingham	Bartlett, Parrott, and Co. 20122
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank	Bury St. Edmunds	Oakes, Bevan, and Co. 49379
Banbury Bank	Banbury	J. C. and A. Gillett 25862
Banbury Old Bank	Banbury	Cobb and Son 18865
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Co. 35352
Brecon Old Bank	Brecon	Wilkins and Co. 53555
Brighton Union Bank	Brighton	Hall and Co. 18834
Burlington and Driffield Bank	Burlington	Harding, Smith, and Co. 12158
Bury Saint Edmunds Bank	Bury St. Edmunds	Worledge and Co. 2783
Cambridge Bank	Cambridge	Mortlock and Co. 14747
Cambridge and Cambridgeshire Bank	Cambridge	Messrs. Fosters 45929
Canterbury Bank	Canterbury	Hammond and Co. 30230
Carmarthen Bank	Carmarthen	David Morris and Sons 14672
Chertsey Bank	Chertsey	La Coste and Son 2014
Colchester Bank	Colchester	Round, Green, and Co. 15923
Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh, Suffolk, Bank	Colchester	Mills, Bawtree, and Co. 28331
Cornish Bank, Truro	Truro	Tweedy and Co. 27311
City Bank, Exeter	Exeter	Milford and Co. 16468
Craven Bank	Settle	Alcocks, Birkbeck, & Co. 70692
Chepstow Old Bank	Chepstow	Snead and Co. 6990
Derby Bank	Derby	W. and S. Evans and Co. 9711
Derby Bank	Derby	Samuel Smith and Co. 38725
Derby Old Bank and Scarsdale and High Peak Bank	Derby	Crompton, Newton and Co. 25034
Devizes and Wiltshire Bank	Devizes	Locke and Co. Not received
Diss Bank	Diss	Fincham and Co. 9918
Doncaster Bank and Retford Bank	Doncaster	Cooke and Co. 72823
Darlington Bank, Durham Bank, and Stockton-on-Tees Bank	Darlington	Backhouse and Co. 83201
Devonport Bank	Devonport	Hodge and Co. 6504
Dorchester Old Bank and Dorsetshire Bank	Dorchester	Williams and Co. 39370
East Cornwall Bank	Liskeard	Robins, Foster, and Co. 83897
East Riding Bank	Beverley	Bower and Co. 52893

Name, Title, and Principal Place of Issue.			Average Amount.
Essex Bank and Bishop's Stortford Bank	Chelmsford	Sparrow, Tufnell, and Co.	£ 37002
Exeter Bank	Exeter	Sanders and Co.	19486
Farnham Bank	Farnham	Knight and Son	7300
Faversham Bank	Faversham	Hilton and Co.	5511
Godalming Bank	Godalming	Mellersh and Co.	4545
Guildford Bank	Guildford	Haydon and Co.	9964
Grantham Bank	Grantham	Hardy and Co.	24041
Hull Bank and Kingston-upon-Hull Bank	Hull	Smith, Brothers, and Co.	17301
Huntingdon Town and County Bank	Huntingdon	Veasey and Co.	33523
Harwich Bank	Harwich	Cox, Cobbold, and Co.	5050
Hertfordshire, Hitchin Bank	Hitchin	Sharples and Co.	31571
Ipswich Bank	Ipswich	Bacon and Co.	18968
Ipswich and Needham Market Bank, Suffolk, Hadleigh Bank, Manningtree and Mistley Bank, and Woodbridge Bank	Ipswich	Alexanders and Co.	55472
Kentish Bank	Maidstone	Randall and Co.	19674
Kington and Radnorshire Bank	Kington	Davies and Co.	25997
Knareborough Old Bank and Ripon Old Bank	Knareborough	Harrison and Co.	20805
Kendal Bank	Kendal	Wakefield, Crewdson, and Co.	43938
Longton Staffordshire Bank	Longton	C. Harvey and Son	5180
Leeds Bank	Leeds	Beckett and Co.	55272
Leeds Union Bank	Leeds	W. Williams Brown and Co.	36759
Leicester Bank	Leicester	T. and T. T. Paget	28031
Lewes Old Bank	Lewes	Whitfield and Co.	34500
Lincoln Bank	Lincoln	Smith, Ellison, and Co.	88639
Llandovery Bank, Lampeter Bank, and Llandilo Bank	Llandovery	D. Jones and Co.	20576
Loughborough Bank	Loughborough	Middleton, Cradock and Co.	6444
Lymington Bank	Lymington	S. and G. F. St. Barbe	2824
Lynn Regis and Lincolnshire Bank	Lynn Regis	Gurneys and Co.	30521
Lynn Regis and Norfolk Bank	Lynn Regis	Jarvis and Co.	11552
Macclesfield Bank	Macclesfield	Brocklehurst and Co.	12960
Manningtree Bank	Manningtree	Nunn and Co.	5062
Merionethshire Bank	Dolgelly	Williams and Son	8345
Miners' Bank	Truro	Willyams and Co.	18365
Monmouthshire Agricultural and Commercial Bank	Abergavenny	Bailey and Co.	29021
Monmouth Old Bank	Monmouth	Bromage, Gosling, and Tyler	4113
Newark Bank	Newark	Godfrey and Riddell	23218
Newark and Sleaford Bank, and Sleaford and Newark Bank	Sleaford	Handley, Peacock, and Co.	46104
Newbury Bank	Newbury	Bunny, Slocock, and Co.	13613
Newmarket Bank	Newmarket	Hammond and Co.	18341
Norwich Crown Bank and Norfolk and Suffolk Bank	Norwich	Harveys and Hudsons	48583
Norwich and Norfolk and Fakenham Banks	Norwich	Gurneys and Birkbecks	77159
Naval Bank Plymouth	Plymouth	Harris and Co.	21185
New Sarum Bank	Sarum	Pinckney, Brothers	6490
Nottingham Bank	Nottingham	Samuel Smith and Co.	23745

Name, Title, and Principal Place of Issue.			Average Amount
			£.
Oswestry Bank and Oswestry Old Bank	Oswestry	Croxon and Co.	11695
Oxford Old Bank	Oxford	Parsons and Co.	32294
Old Bank, Tonbridge, Tonbridge and Tonbridge Wells Old Bank, Ton- bridge and Tonbridge Wells and Sevenoaks Bank	Tonbridge	H., S., A. H., T., and A. T. Beeching	12672
Oxfordshire Witney Bank	Witney	J. W. Clinch and Sons	9103
Pease's Old Bank, Hull, the Hull Old Bank and Beverley Bank	Hull	Peases and Co.	18224
Penzance Bank	Penzance	Batten and Co.	7910
Pembrokeshire Bank	Haverfordwest	J. and W. Walters	10710
Reading Bank	Reading	Simonds and Co.	26189
Reading Bank	Reading	Stephens, Blandy, and Co.	24567
Richmond Bank	Richmond	Roper and Co.	7054
Rochdale Bank	Rochdale	Clement, Royds, and Co.	952
Royston Bank	Royston	Fordham and Sons	7778
Rugby Bank	Rugby	A. Butlin and Son	9231
Rye Bank	Rye	R. C. Pomfret and Co.	13467
Saffron Walden and North Essex Bank	Saffron Walden ..	Gibson, Tuke, and Co.	20662
Salop Bank	Shrewsbury	Burton, Lloyd, and Co.	9387
Scarborough Old Bank ..	Scarborough	Woodall and Co.	23407
Shrewsbury Old Bank and Shrews- bury and Ludlow Bank	Shrewsbury	Rocke, Lyton, and Co.	33032
Sittingbourne and Milton Bank	Sittingbourne	Vallance and Co.	3882
Southampton Town and County Bank	Southampton	Maddison, Pearce, and Co.	8885
Southwell Bank	Southwell	Wylde and Co.	8914
Southampton and Hampshire Bank ..	Southampton	Atherley and Co.	2136
Stafford Old Bank	Stafford	Stevenson and Co.	10893
Stamford and Rutland Bank	Stamford	Eaton, Cayley, and Co.	19366
Shrewsbury and Welsh Pool Bank	Shrewsbury	Beck, Downward, and Co.	21565
Taunton Bank	Taunton	H. R., H. J., and D. Padcock ..	21592
Tavistock Bank	Tavistock	Gill, Sons, and Co.	12589
Thornbury Bank	Thornbury	Harwood and Co.	8315
Tiverton and Devonshire Bank	Tiverton	Dunsford and Co.	9524
Thrapston and Kettering Bank, Northamptonshire	Thrapston	Eland and Eland	11094
Tring Bank and Chesham Bank	Tring	Butcher and Sons	12223
Powcester Old Bank	Towcester	Mercer and Co.	6171
Union Bank, Cornwall	Helston	Vivian and Co.	16644
Uxbridge Old Bank	Uxbridge	Hull, Smith, and Co.	8540
Wallingford Bank	Wallingford	Hedges, Wells, and Co.	6210
Warwick and Warwickshire Bank	Warwick	Greenway and Co.	19066
Wellington Somerset Bank	Wellington	Fox, Brothers, and Co.	3129
West Riding Bank, Wakefield, and Pontefract Bank	Wakefield	Leatham, Tew, and Co.	41548
Whitby Old Bank	Whitby	Simpson, Chapman, and Co.	14124
Winchester, Alresford, and Alton Bank	Winchester	Bulpett and Co.	10799
Weymouth Old Bank and Dorchester Bank	Weymouth	Eliot, Pearce, and Co.	14910
Wirksworth and Ashbourne Derby- shire Bank	Wirksworth	Arkwright and Co.	85461
Wisbech and Lincolnshire Bank	Wisbech	Gurneys and Co.	43890
Wiveliscombe Bank	Wiveliscombe	P. and W. Hancock	4908
Worcester Old Bank and Tewkes- bury Old Bank	Worcester	Berwick, Lechmere, & Co.	58122
Wolverhampton Bank	Wolverhampton ..	R. and W. F. Fryer	10227
Yarmouth and Suffolk Bank, and Halesworth and Suffolk Bank	Yarmouth	Gurneys, Birkbeck, & Co.	37983
Yarmouth, Norfolk and Suffolk Bank	Great Yarmouth ..	Sir E. H. K. Lacon, Bt., and Co	9218
York Bank	York	Swann, Clough and Co	40430

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.	Average Amount.
	£.
Bank of Westmorland	Kendal 11795
Barnsley Banking Company	Barnsley 9314
Bradford Banking Company	Bradford 48545
Bilston District Banking Company	Wolverhampton 9723
Bank of Whitehaven	Whitehaven 28080
Bradford Commercial Banking Company	Bradford 20063
Burton, Uttoxeter, and Staffordshire Union Banking Company	Burton-upon-Trent 44029
Chesterfield and North Derbyshire Banking Company	Chesterfield 10048
Cumberland Union Banking Company (Limited)	Carlisle 35525
Coventry and Warwickshire Banking Company	Coventry 15257
Coventry Union Banking Company	Coventry 12625
County of Gloucester Banking Company	Cheltenham 100585
Carlisle and Cumberland Banking Company	Carlisle 25831
Carlisle City and District Bank	Carlisle 19782
Dudley and West Bromwich Banking Company	Dudley 28890
Derby and Derbyshire Banking Company	Derby 17854
Darlington District Joint Stock Banking Company	Darlington 27772
Gloucestershire Banking Company	Gloucester 141981
Halifax Joint Stock Bank	Halifax 17806
Huddersfield Banking Company	Huddersfield 34139
Hull Banking Company	Hull 27517
Halifax Commercial Banking Company (Limited)	Halifax 12699
Halifax and Huddersfield Union Banking Company	Halifax 38970
Helston Banking Company	Helston 1508
Knaresborough and Clart Bank	Knaresborough 27756
Lancaster Banking Company	Lancaster 58082
Leicestershire Banking Company	Leicester 59216
Lincoln and Lindsey Banking Company	Lincoln 51073
Leamington Priors and Warwickshire Banking Company	Leamington Priors 10203
Ludlow and Tenbury Bank	Ludlow 9929
Moore and Robinson's Nottinghamshire Banking Company	Nottingham 30623
Nottingham and Nottinghamshire Banking Company	Nottingham 26730
National Provincial Bank of England	Birmingham 407545 Hd. Office, 112, Bishopsgate-st., London
North Wilts Banking Company	Melksham 44803
Northamptonshire Union Bank	Northampton 62315
Northamptonshire Banking Company	Northampton 19812
North and South Wales Bank	Liverpool 62373
Pars's Leicestershire Banking Company	Leicester 50236
Saddleworth Banking Company	Saddleworth 330
Sheffield Banking Company	Sheffield 36346
Stamford, Spalding, and Boston Banking Company	Stamford 52374
Stuckey's Banking Company, Bristol Somersetshire Bank, and Somersetshire Bank	Langport 325625
Shropshire Banking Company	Shiffhall 37493
Stourbridge and Kidderminster Banking Company	Stourbridge 51009
Sheffield and Hallamshire Banking Company	Sheffield 23287
Sheffield and Rotherham Joint Stock Banking Company	Sheffield 53799
Swaledale and Wensleydale Banking Company	Ridlington 52570
Wolverhampton and Staffordshire Banking Company	Wolverhampton 26430
Wakefield and Barnsley Union Bank	Wakefield 14311

Name, Title, and Principal Place of Issue.		Average Amount.
Whitehaven Joint Stock Banking Company	Whitehaven	£ 27099
Warwick and Leamington Banking Company	Warwick	26011
West of England and South Wales District Bank	Bristol	81608
Wilts and Dorset Banking Company	Salisbury	75113
West Riding Union Banking Company	Huddersfield	32145
Whitchurch and Ellesmere Banking Company	Whitchurch	5772
Worcester City and County Banking Company	Worcester	2902
York Union Banking Company	York	70315
York City and County Banking Company	York	92861
Yorkshire Banking Company	Leeds	122150

W. W. DALBIAC, Registrar of Bank Returns.

Inland Revenue Office, November 18, 1865.

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 18th November, 1865.

	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	315,623	100,195	75,761	491,579	3	...	3
Barley	113,846	21,189	...	135,035	188	...	188
Oats	144,558	1,780	...	146,338	368	...	368
Rye	...	...	...	...	...	...	...
Peas	8,684	4,056	...	12,740	135	...	135
Beans	31,444	8,427	...	39,871	6	...	6
Indian Corn	51,342	6,639	63,838	121,819	...	...	...
Buckwheat	1,899	...	...	1,899	...	...	...
Beer or Bigg	...	...	...	...	...	...	...
Total of Corn (exclusive of Malt)	667,396	142,286	139,599	949,281	700	...	700
Wheatmeal or Flour	82,634	23,741	16,043	122,418	1	80	81
Barley Meal	...	...	...	...	...	...	...
Oat Meal	...	...	...	...	176	...	176
Rye Meal	...	...	...	...	...	...	...
Pea Meal	...	...	...	...	...	...	...
Bean Meal	...	...	...	...	...	...	...
Indian Corn Meal	1,017	...	...	1,017	...	13	13
Buckwheat Meal	7	...	...	7	...	...	...
Total of Meal	83,658	23,748	16,043	123,449	177	93	270
Total of Corn and Meal (exclusive of Malt)	751,054	166,034	155,642	1,072,730	877	93	970
Malt (entered by the Quarter)	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
	...	...	...	...	623	...	623

A STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, conformably to the Act of the 27th and 28th Victoria, cap. 87, in the Week ended 18th November, 1865.

	QUANTITIES SOLD.		AVERAGE PRICE.	
	Qrs.	Bus.	s.	d.
Wheat	71,570	3	46	11
Barley	63,816	5	33	7
Oats	5,240	4	22	9

A COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1861 to 1864, of the Quantities of BRITISH CORN Sold in the Towns from which Returns are received under the Act of the 27th and 28th Victoria, cap. 87, and of the Average Prices as ascertained under the Act 6th and 6th Victoria, cap. 14.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICES.					
	WHEAT.		BARLEY.		OATS.		WHEAT.	BARLEY.	OATS.			
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.		
1861	82,603	5	79,738	5	10,520	3	59	10	37	6	22	7
1862	65,475	2	75,247	2	12,672	7	49	4	36	4	21	5
1863	87,492	5	83,522	7	8,017	7	39	10	34	0	18	9
1864	71,616	4	77,499	5	5,023	6	38	9	30	1	19	11

Statistical and Corn Department, Board of Trade,
November 20, 1865.

A. W. FONBLANQUE,
Comptroller of Corn Returns.

In Parliament—Session 1866.

Hodges and Cuckfield Road.

(Continuation of Term: Repeal or Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill, and to pass an Act to continue and extend the term, and to alter, amend, and enlarge all or some of the provisions of an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for more effectually repairing the Roads from Hodges to Beadles Hill and Cuckfield, and from Beadles Hill to Lindfield, all in the county of Sussex," or to repeal the said Act, and to grant further, better, and more effectual powers and provisions in lieu thereof.

And in the said Bill provision will be made for increasing the number of the Trustees of the said roads, and for enabling such Trustees to carry into effect all or some of the purposes following, that is to say:

To levy, and collect tolls, rates, or duties upon the said roads, to alter or vary the existing tolls, rates, or duties, to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges.

To alter or vary the application of the money arising from the tolls or duties to be levied and collected upon the said roads, and to alter or vary existing provisions, relative to the payment of the principal and interest of the debt due and owing on the credit of the tolls, rates, or duties levied and collected upon the said roads, and to pay off, compound, extinguish or make other arrangements with respect to the existing mortgages, debts, interest, and charges on the said roads, and the tolls, rates, or duties, and to provide for altering the present, and fixing the future rate of interest payable in respect of such debts, or the proportion of tolls, rates, or duties to be applied in payment of interest and principal, and with respect to the ordering, arranging, and confirming the securities of the creditors upon the tolls, rates, or duties authorized to be levied and collected upon the said roads.

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

Dated this 13th day of November, 1865.

Inigo Gell, Lewes, Clerk to the Trustees.

Wyatt and Metcalfe, 28, Parliament Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1866.

Saint Martin-in-the-Fields, Work-house, Offices, and Schools, and Archbishop Tenison's School rebuilding.

(Confirmation of Agreements with the Commissioners of Her Majesty's Works and Public Buildings; Acquisition of Sites for New Work-houses, Offices, and Schools, and for Archbishop Tenison's School; 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 Vicar and churchwardens of the parish of Saint Martin-in-the-Fields, in the city and liberty of Westminster, in the county of Middlesex; the guardians of the poor of the said parish; and the trustees of Archbishop Tenison's Charity in the said parish, or other properly constituted authorities or authority, some or one of them respectively, all necessary and proper powers for effecting the objects following, or some of them, that is to say—

To enter into or confirm any agreement or agreements now or hereafter to be entered into by them, any, or either of them, for the sale to the Commissioners of Her Majesty's Works and Public Buildings of the sites of the workhouse, offices, and schools situate and being in or abutting upon Castle-street, Leicester-square, Hemming's-row, and Duke's-court respectively, in the said parish, and now devoted to the use of the poor of the said parish; and the site of Archbishop Tenison's Charity School, situate in Castle-street, aforesaid, in the said parish, together with the buildings now erected on such sites respectively; and together with all out-buildings, yards, ways, passages, and easements connected therewith or belonging thereto; and which sites are sought to be purchased by the said Commissioners for the purposes incident to the construction thereon of additions or enlargements to the National Gallery, situate in the same parish, or for such other purposes as shall be sanctioned and authorised by Parliament.

To sell and convey to the said Commissioners the said sites of the said workhouse, offices, and schools, and all and singular the buildings and erections thereon, and the easements and appurtenances belonging thereto or connected therewith.

To sell and convey to the said Commissioners the site of Archbishop Tenison's Charity School, and the dwelling-house and all and singular the out-buildings, easements, and appurtenances to the said charity school and dwelling-house belonging or connected therewith.

To acquire, by compulsory purchase or otherwise, certain lands, houses, and property situate in the parish and county aforesaid, comprising respectively the lands, houses, and property numbered 21 to 27, both inclusive, in Castle-street, Leicester-square, in the parish and county aforesaid; and also the lands, houses, and property, numbered respectively 12½ and 13 in Cecil-court, in the said parish and county; and also the lands, houses, and property numbered respectively 10, 11, and 12, in Hemming's-row, in the parish and county aforesaid; and also the house in Peter's-place, Hemming's-row aforesaid, now or lately occupied by Henry George Eckford, and all which lands, houses and property are more particularly described and shown on the plans hereinafter mentioned, and notwithstanding any existing application or user thereof, to appropriate the sites thereof, and also the ways, courts, yards, and gardens, and other spaces of ground described on such plans, or

within the limits of deviation defined thereon, and also any additional or other sites which may have been or may be acquired by agreement or otherwise for the purposes incident to the construction on the said sites respectively of a workhouse and offices connected therewith; and also of schools to be devoted to the use of the poor of the said parish, and also of a school and dwelling-house, and buildings connected therewith, as and for Archbishop Tenison's Charity, in lieu or in part substitution of the said workhouse, offices, and schools, and of Archbishop Tenison's Charity School, the sites of which are now required by the said Commissioners for the purposes hereinbefore mentioned.

To define, direct, and distinguish what portion and portions of the said lands, houses, and property situate in Castle-street, Cecil-court, Hemming's-row, and Peter's-place aforesaid respectively may be acquired by the said vicar and churchwardens, and guardians of the poor, or other properly constituted authority or authorities for the said workhouse, offices, and schools aforesaid, for the purposes aforesaid; and what portion of the said lands, houses, and property may be acquired by the trustees of Archbishop Tenison's Charity for the purposes of that charity.

To purchase by agreement with the owners and persons interested therein, any land as a site for a new workhouse, although such land may not be situated within the said parish of Saint Martin-in-the-Fields.

To purchase by agreement any lands, houses, and property in the said parish, and to erect on the site or sites thereof a workhouse, offices, and schools for the poor of the said parish, and a school and dwelling-house for the purposes of Archbishop Tenison's Charity, or for any or either of those objects.

To stop up or divert either temporarily or permanently, any roads, footpaths, streets, sewers, drains, ways, and watercourses connected with or adjoining to, or leading into, or passing through or by the side of such lands, houses, and property, or any part or parts thereof respectively, and so intended to be acquired or purchased as aforesaid, which it may be necessary to stop up, cross, alter, or divert for the purposes of the intended works, or either of them, or of the intended Bill, and to confer all such other powers and privileges, and to vary or extinguish all such existing rights and privileges in any way connected with the houses, lands, and property aforesaid, as may be necessary for carrying into effect the purposes aforesaid.

To authorise and empower the sale and disposal of such part of the houses, land, and property so acquired or purchased, as may not be required for the purposes of the said workhouses, offices, and schools, and charity respectively, or any or either of them.

To obtain, by borrowing or otherwise, such sum and sums of money as may be necessary for the purposes aforesaid, or any of them.

To incorporate with the Bill, or to re-enact with such amendments, additions, and alterations as may be deemed necessary and proper, all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," and of any other Act which may be necessary or expedient so to incorporate or re-enact as aforesaid.

And it is intended, so far as may be necessary or desirable for any of the purposes of the Bill, to amend or repeal, alter, or vary the following Acts of Parliament, or some of them, namely, an Act passed in the first year of the reign of Her

Majesty Queen Anne, intituled "An Act for the better improving a certain piece of ground in the parish of Saint Martin-in-the-Fields for the use of the poor and for the other purposes therein mentioned;" and also an Act passed in the tenth year of His Majesty King George the Third, cap. 75, intituled "An Act for building a workhouse in the parish of Saint Martin-in-the-Fields, within the liberty of Westminster, in the county of Middlesex;" also an Act passed in the 23rd and 24th years of Her present Majesty, cap 43, intituled "An Act for confirming a scheme of the Charity Commissioners for the Administration of Archbishop Tenison's Charity, in the parish of Saint Martin-in-the-Fields, in the city of Westminster," and any other Act or Acts of Parliament relating to or affecting the said parish, or the said Archbishop Tenison's Charity, and to make other provisions, if necessary or desirable, in lieu or substitution thereof.

And notice is hereby further given, that on or before the 30th day of November, 1865, duplicate plans describing the lands, houses, and property intended to be taken, 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 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 the said plan and book of reference (the same relating exclusively to lands, houses, and property situate in the said parish of Saint Martin-in-the-Fields), together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the vestry clerk of the parish, at his office, known as the Vestry Hall, situate and being in Saint Martin's place, in the parish and county aforesaid.

And notice is hereby further 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, 1865.

Dangerfield and Fraser, 26, Craven-street,
Charing-cross, Solicitors for the Bill.

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

In Parliament, Session 1865.

Manchester, Sheffield, and Lincolnshire Railway.
(Additional Powers.)

(Power to widen Main Line from near Gorton Station to near Hyde Junction Station; Abandonment of Level Crossing; Diversion of Road; Construction of Branch from the Newton and Compstall Branch of the Manchester, Sheffield, and Lincolnshire Railway to the Stockport and Woodley Junction Railway; Subscription by Midland Railway Company; Compulsory Purchase of Lands; Tolls; New Capital; Running Powers over part of Midland Railway, and use of Sheffield Tunnel and Sidings; Alteration of Midland Railway Company's Tolls; Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Manchester, Sheffield and Lincolnshire Railway Company (hereinafter called the Company) for leave to bring in a Bill and to

pass an Act for the purposes following, or some of them, viz:—

The widening and improvement of so much of the main line of the Company as is situate between a point twenty-six and a half chains, or thereabouts, to the west of the centre of the Gorton Station, in the township of Openshaw, in the parish of Manchester, and terminating at a point thirteen chains, or thereabouts, to the south-east of the junction of the said main line with the Newton and Compstall Branch of the Company, and which said intended widening will be in the several townships of Openshaw and Gorton, in the parish of Manchester; Audenshaw, in the parish of Ashton-under-Lyne, all in the county palatine of Lancaster, and in Dukinfield, in the parish of Stockport, and in Newton, in the parish of Mottram-in-Longden-dale, both in the county of Chester.

An alteration in the line and levels of a portion of the public road in the township of Audenshaw, in the parish of Ashton-under-Lyne, in the county palatine of Lancaster, leading from and out of the Manchester and Saltersbrook Old Turnpike-road to the Manchester and Saltersbrook New Turnpike-road, and from Red Hall to Boggart House; and such alteration in the said road will commence at a point 180 yards, or thereabouts, on the north side of the Company's main line of railway, where the same crosses the said road, in the said township, on the level, and terminate at a point 157 yards, or thereabouts, on the south side of the said level crossing; and the construction of a bridge, with all necessary approaches, between such last-mentioned points, to carry the said road over the said railway, instead of on the level thereof; and to stop up, discontinue, and extinguish all existing rights of way over the existing road or highway between the points aforesaid, and to prohibit the crossing of the said railway on the level.

The diversion of that portion of the public road in the township of Dukinfield, and parish of Stockport, known as Dewnap-lane, lying between a point two chains, or thereabouts, to the north-west of the new bridge recently erected in the said township and parish for carrying Dewnap-lane over the Company's main line of railway and a point nine chains, or thereabouts, to the south-east of the said bridge, in the same township and parish; and to stop up and discontinue as a highway that portion of the said existing road lying between the last-mentioned points, and to extinguish all rights and privileges in, over, or connected therewith; and to construct a new road between the last-mentioned points in lieu of the portion of the existing road so to be stopped up, and on the north side thereof, and such new road will be wholly situate in the said township of Dukinfield and parish of Stockport.

The construction of a new branch line of railway, wholly in the township of Bredbury, and said parish of Stockport, commencing by a junction with the said Newton and Compstall Branch Railway, at or near a point eleven chains, or thereabouts, to the south of the bridge which carries the highway leading from Woodley to Romiley, over the last-mentioned branch railway, and terminating by a junction with the Stockport and Woodley Junction Railway, at or near a point sixteen and a half chains, or thereabouts, to the westward of the bridge which carries that railway over the turnpike-road leading from Stockport to Hyde, both in the said county of Chester.

The widening and alteration of the bridge or viaduct which carries the Barnsley Branch Rail-

way of the Company over the Halifax and Sheffield Turnpike-road and the river Don, in the township of Oxspring, in the parish of Penistone, in the West Riding of the county of York, and to alter the levels of the said turnpike-road under the said bridge for a distance of 170 yards, or thereabouts, on the north side thereof, and for a distance of thirty-three yards, or thereabouts, on the south side thereof, all in the said township and parish.

The widening and alteration of the bridge which carries the occupation and public bridle-road over the Barnsley Branch Railway of the Company, in the township of Thurgoland, and parish of Silkstone, in the West Riding of the county of York, and known as Coates-lane; and to alter the levels of the said road from or about the centre of the said bridge to a point 100 yards, or thereabouts, on the north side of such bridge, also in the said township and parish.

The widening and alteration of the bridge, on the north-west side thereof, which carries the Barnsley Branch Railway of the Company over the public road, called Moor End-lane, in the township and parish of Silkstone, in the West Riding of the county of York, and which bridge is 280 yards, or thereabouts, to the north-east of the Silkstone Station on the said Branch Railway.

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 enable the Company to acquire, by compulsion or agreement, for the enlargement of their station and works in the town of Sheffield, and for other purposes connected with their undertaking, certain lands and property in the township and parish of Sheffield, in the county of York, belonging to His Grace the Duke of Norfolk, or his trustees, and bounded on the north and east by other land belonging to the said Duke, or his trustees, and on the south by land belonging to the Company; also another plot of land belonging to the said Duke, or his trustees, and bounded on the northerly and southerly sides by land belonging to the Company, and on the west by a street or road called Blast-lane; also another plot of land belonging to the said Duke, or his trustees, and situate in the township of Attercliffe-cum-Darnall, in the said parish of Sheffield, bounded on the north and west by other land belonging to the said Duke, or his trustees, on the south by land belonging to the Company, and on the east by a colliery tramway belonging to the said Duke or his trustees; also another plot of land belonging to the said Duke, or his trustees, situate in the township of Brightside Bierlow, in the said parish of Sheffield, bounded on the north and east by land belonging to the said Duke or his trustees, and on the south and west by land belonging to the Company.

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, widenings, improvements, and works, or any of them.

To purchase, by compulsion or otherwise, any lands and houses for the purposes of the said intended widenings, railway bridges and other 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,

and use of the said intended railway widenings, bridges, and works, or any of them.

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

To authorize the Midland 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 towards the necessary capital for the construction of the hereinbefore-described intended new branch line of railway, wholly situate in the township of Bredbury, and county of Chester, and to raise money by mortgage of any part of their undertaking for that purpose, and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act; and upon such subscription being made, as aforesaid, to permit the Midland Railway Company to become joint owners of the said new branch line of railway, and to work and use the same or any part thereof, and to enable the Company and the Midland Railway Company to enter into contracts and agreements with respect to such new branch railway, and generally with respect to the undertakings of the two Companies.

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 intended 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 dividends, and by borrowing on mortgage or bonds, or by any of those means.

To authorize the Company, their officers and servants, to run over, work, and use with their engines and carriages, and for the purposes of their traffic, so much of the Midland Railway as lies between the junction of that railway with the Manchester, Sheffield, and Lincolnshire Railway, at Sheffield, and the junction of the South Yorkshire Railway with the Sheffield and Rotherham Branch of the said Midland Railway Company, at the Blackburne Junction connecting those two lines, and also the tunnel and the several stations, sidings, watering-places, works, and conveniences, including access to the several sidings and works abutting upon or adjoining to the Midland Railway between those points, upon such terms, and subject to such payments, and upon such conditions as shall be mutually agreed upon, or as, in case of dispute or in default of agreement, shall be determined by arbitration, and so far as may be necessary for the purposes of the said intended Act, to alter the tolls and charges which the Midland Company is now authorized to take for the use of such portion of railway, sidings, and tunnel, works, and conveniences, and to confer exemptions from the payment of such tolls, or any part thereof.

And so far as may be necessary for all or any of the purposes aforesaid to alter, amend, extend and enlarge, and if need be to repeal the powers and provisions of the following Acts relating to the Manchester, Sheffield and Lincolnshire Railway Company, viz., 12 and 13 Vict. cap. 81; 13 and 14 Vict. cap. 94; 14 and 15 Vict. cap. 114; 15 and 16 Vict. caps. 83 and 144; 16 and 17 Vict. caps. 52 and 145; 18 and 19 Vict. caps.

91 and 129; 21 and 22 Vict. caps. 75 and 113; 22 and 23 Vict. cap. 5; 23 and 24 Vict. cap. 15; 24 and 25 Vict. caps. 66, 86, 156, and 113; 25 and 26 Vict. caps. 91, 98, 112, and 129; 27 and 28 Vict. caps. 77, 78, and 320; and 28 and 29 Vict. caps. 248, 327, and 378. The following Acts relating to the Midland Railway Company (viz.): 7 and 8 Vict. caps. 18 and 59; 8 and 9 Vict. caps. 38, 49, 56, 90, and 181; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict. caps. 21, 88, and 131; 14 and 15 Vict. caps. 57, 88, and 113; 16 Vict. cap. 33; 16 and 17 Vict. cap. 108; 19 and 20 Vict. cap. 54; 22 and 23 Vict. caps. 40, 130, and 136; 23 and 24 Vict. caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict. caps. 57, 108, and 139; 25 and 26 Vict. caps. 81, 90, 91, and 173; 26 and 27 Vict. caps. 74, 82, 182, and 183; 27 and 28 Vict. caps. 164, 230, 231, and 245; and 28 and 29 Vict. caps. 98, 178, 335, and 359; the following Acts relating to the Newton and Compstall Branch Railway, viz. 23 and 24 Vict. cap. 15; and 27 and 28 Vict. cap. 7; and the following Acts relating to the Stockport and Woodley Junction Railway, viz. 23 and 24 Vict. cap. 16; and 26 and 27 Vict. cap. 147; and any other Act or Acts relating to those Companies, or any of them.

And notice is hereby further given that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, and plans of the other lands to be acquired for the purposes of the said Act; 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 Palatine of Lancaster, at his office in Preston, in the same county; and with the Clerk of the Peace for the County Palatine of Chester, at his office in Chester, in the said county, and also with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, 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.

And notice is hereby further given that printed copies of the intended Act 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 2nd day of November, 1865.
R. Langard, Manchester, Solicitor to the Company.

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

No. 23040.

D

In Parliament, Session 1866.

Manchester, Sheffield, and Lincolnshire Railway (New Lines).

(Power to make new Lines in connection with the railways authorized by the Manchester, Sheffield, and Lincolnshire Railway (extension to Liverpool) Act 1865; Abandonment and diversion of portion of authorized Line; Stopping-up and diversion of a part of Duke of Bridgewater's Canal; Compulsory purchase of Lands; Tolls; New Capital; Power to the Great Northern and the Midland Railway Companies to subscribe; Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill and to pass an Act to enable the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, viz.:

A railway (No. 1) commencing in the township of Ashley in the parish of Bowdon, in the county palatine of Chester, by a junction with the Cheshire Midland Railway, at or near a point nine chains to the South of the middle of the bridge which carries that railway over the River Bollin, and terminating by a junction with the Railway No. 2, authorized by the Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool), Act 1865 (hereinafter referred to as the Act of 1865), in a field numbered 8, in the township of Carrington, and parish of Bowdon, on the plans deposited with the Clerk of the Peace for the county palatine of Chester, in respect of that railway, belonging to and in the occupation of the Earl of Stamford and Warrington, and which said intended railway will pass from, in through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Ashley, Hale, Bowdon, Dunham, Dunham Massey, Sinderland, and Carrington, in the county palatine of Chester.

A railway (No. 2) commencing in the township of Poulton otherwise Poulton-cum-Fernhead, in the parish of Warrington, and county palatine of Lancaster, by a junction with the Railway No. 1, authorized by the Act of 1865, in a field belonging to James Parr, and in the occupation of Sarah Griffiths, and numbered 50, in the said township of Poulton otherwise Poulton with Fernheads, on the plans deposited with the Clerk of the Peace for the county palatine of Lancaster in respect of that railway, and terminating in the township of Great Sankey, in the parish of Prescott, and county palatine of Lancaster by a junction with the said authorized line No. 1, and in or near a field belonging to the Honourable Leopold William Henry Powys, and in the occupation of James Warburton, and numbered 2, in the said township of Great Sankey, on the said deposited plans of that railway, and which said intended railway will pass from, in through, or into the several parishes, townships, extra-parochial and other places following, or some of them, in the county palatine of Lancaster, viz.: Warrington, Prescott, Winwick, Poulton, otherwise Poulton-cum-Fernhead, Orford, Warrington, Great Sankey and Little Sankey.

A railway (No. 3) commencing in the township of Allerton, in the parish of Childwall, and said county of Lancaster, by a junction

with the Railway No. 1 authorized by the Act of 1865, in or near a field No. 13, on the said deposited plans of that railway and terminating in the township of Garston, by a junction with the Garston and Edgehill line of the London and North-Western Railway, at or near the south-eastern end of the platform of the Allerton Station, belonging to the London and North-Western Railway Company, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say: Childwall, Allerton, and Garston.

A railway (No. 4, in lieu and substitution of the portion of railway next hereinafter described as intended to be abandoned) commencing in the township of Stretford, in the parish of Manchester, in the county palatine of Lancaster, at a point 300 yards or thereabouts to the west of the public highway leading from Stretford to Taylor's Bridge, in a field numbered 63, in the said township of Stretford, on the plans deposited with the Clerk of the Peace for the said county palatine of Lancaster, in respect of the railway (No. 1) authorized by the Act of 1865, and terminating at a point on the Manchester, South Junction, and Altrincham Railway, 100 yards or thereabouts to the south-west of the centre of the bridge which carries such last-mentioned railway over a certain road called Cornbrook-road, in the said township of Stretford, and which said intended railway will pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them, viz., Manchester, Stretford, Hulme, and Moss-side, in the county palatine of Lancaster.

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 authorise the Company to abandon or relinquish the construction of so much of the railway (No. 1) authorised by the Act of 1865, as lies between a point in a field, numbered 63, in the said township of Stretford, on the plans deposited with the Clerk of the Peace for the county palatine of Lancaster, in respect of the last-mentioned railway, and belonging to Sir Humphrey De Trafford, and in the occupation of William Kelsale, as tenant thereof, and terminating by a junction with the Manchester South Junction and Altrincham Railway, four chains, or thereabouts, south-west of the booking-office of the Old Trafford Station on that railway; and to repeal all or some of the powers of the Company with reference to the works to be so abandoned, and to relieve the Company from 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 purposes of the works to be so abandoned, and which may not be required for the purposes of their undertaking, and to appropriate the monies to be produced by the sale thereof.

To authorise the Company to stop up and discontinue the use of so much of the canal belonging to the Trustees of the late Duke of Bridgewater, as is situate between a point on the said canal, one hundred and twenty yards west of Throstle Nest Bridge, over that canal, and another point on the said canal one hundred and fifty yards to the southwest of Ashton Bridge, also over that canal; which portion of canal so intended to be stopped up and discontinued is situated in the said township of Stretford; and in lieu of and in substitution for that portion of the canal so to be stopped up and discontinued, to construct another canal, with all proper works

and conveniences connected therewith, between the points lastly described, and to vest such new canal when made in the said Trustees of the late Duke of Bridgewater, and to divert the waters of the Duke of Bridgewater's Canal into the intended new canal.

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 railways and works, and to alter, vary or extinguish all existing rights and privileges connected with such lands and houses or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, or any of them.

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

To authorize the Great Northern Railway Company, and the Midland Railway Company, or either of them, out of their respective corporate or other funds, or out of money to be raised under the powers of the said intended Act, 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 respectively become part owners thereof, and to raise money by mortgage of any part of their respective undertakings for the purposes aforesaid, or any of them, and to increase their respective capitals by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act, to enable any Company so subscribing to guarantee the payment of interest or dividend upon the whole or any portion of the capital to be created under the powers of the intended Act.

To enable the Company to apply any capital or funds now or hereafter belonging to them, or under their control, to the purposes of the said Act or any of them, and to enable the Company to raise further sums for such purposes by the creation of new shares or stock in their undertaking, either with or without preference or priority of interest or dividends, and by borrowing on mortgage or bonds, or by any of those means.

To enable the Company and the before-mentioned Companies, or either of them, to enter into agreements for the maintenance, use, and management of the said intended railways, and for being admitted to a joint ownership thereof, and for the appointment of a Committee for carrying into effect any of the objects of the proposed Act.

To provide for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended railways of the Company proposed to be authorized by the said intended Act, or to, from, or over the Garston and Edgehill line of the London and North Western Railway and the Cheshire Midland Railway, or either of them, and for ensuring all requisite or desirable facilities for those purposes, and so far

as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies, or either of them, are now authorized to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

And so far as may be necessary for all or any of the purposes aforesaid to alter, amend, extend and enlarge, and if need be repeal the powers and provisions of the following Acts relating to the Manchester, Sheffield and Lincolnshire Railway Company (viz.), 12 and 13 Vict. cap. 81; 13 and 14 Vict. cap. 94; 14 and 15 Vict. cap. 114; 15 and 16 Vict. caps. 83 and 144; 16 and 17 Vict. caps. 52 and 145; 18 and 19 Vict. caps. 91 and 129; 21 and 22 Vict. caps. 75 and 113; 22 and 23 Vict. cap. 5; 23 and 24 Vict. cap. 15; 24 and 25 Vict. caps. 66, 86, 156 and 113; 25 and 26 Vict. caps. 91, 98, 112 and 129; 27 and 28 Vict. caps. 77, 78 and 320; and 28 and 29 Vict. caps. 248, 327 and 378; the following Acts relating to the Great Northern Railway Company (viz.), 9 and 10 Vict. caps. 71 and 88; 10 and 11 Vict. caps. 113, 125, 143, 146, 148, 272, 286 and 287; 11 and 12 Vict. caps. 62, 71 and 114; 12 and 13 Vict. cap. 84; 13 and 14 Vict. cap. 61; 14 and 15 Vict. caps. 45 and 114; 16 and 17 Vict. cap. 60; 18 and 19 Vict. cap. 124; 20 and 21 Vict. cap. 138; 21 and 22 Vict. cap. 118; 22 Vict. cap. 35; the 23 and 24 Vict. cap. 168; the 24 and 25 Vict. cap. 70; the 25 and 26 Vict. cap. 1; the 26 and 27 Vict. caps. 147, 191, 203; the 27 and 28 Vict. caps. 49, 124, 202, 212, 242 and 243; and 28 and 29 Vict. caps. 105, 182, 216, 327, 330 and 331; the following Acts relating to the Midland Railway Company, viz., 7 and 8 Vict. caps. 18 and 59; 8 and 9 Vict. caps. 38, 49, 56, 90 and 181; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326 and 340; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215 and 270; 11 and 12 Vict. caps. 21, 88 and 131; 14 and 15 Vict. caps. 57, 88 and 113; 16 Vict. cap. 33; 16 and 17 Vict. cap. 108; 19 and 20 Vict. cap. 54; 22 and 23 Vict. caps. 40, 130 and 186; 23 and 24 Vict. caps. 52, 65, 66, 67, 72 and 91; 24 and 25 Vict. caps. 57, 106 and 139; 25 and 26 Vict. caps. 81, 90, 91 and 173; 26 and 27 Vict. caps. 74, 82, 182 and 183; 27 and 28 Vict. caps. 164, 230, 231 and 245; and 28 and 29 Vict. caps. 98, 178, 335 and 359; the following Acts relating to the London and North Western Railway Company, viz.: 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156 and 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 281, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380 and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69, and 123; 20 and 21 Vict. caps. 64, 98, and 108; 21 and 22 Vict. caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict. caps. 77, 79, and 111; 24 and 25 Vict. caps. 28, 44, 60, 66, 110, 111, 123, 128, 130, 134, 208, 219, and 223; 25 and 26 Vict. caps. 55, 66, 86, 98, 104, 198, 208, 209; 26 and 27 Vict. caps. 5, 77, 79, 103, 108, 110, 177, and 217; 27 and 28 Vict. caps. 62, 194, 196, 200, 220, 226, 263, 288, 296, and 309; and 28 and 29 Vict. caps. 316, 333, and 334; the following Acts relating to the Cheshire Midland

Railway Company, viz.: 23 and 24 Vict. cap. 90; 24 and 25 Vict. cap. 118; and 26 and 27 Vict. cap. 147; and any other Acts relating to those Companies, or any or either of them.

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

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

Dated this 2nd day of November, 1865.

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

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

In Parliament.—Session 1866.

Manchester, Sheffield, and Lincolnshire Railway (Central Station and Lines.)

(Power to make Railways and Central Station in Manchester; Compulsory purchase of Lands; Tolls; Power to the Great Northern and the Midland Railway Companies to subscribe; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill and to pass an Act to enable the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called "The Company") to make and maintain the railways hereinafter mentioned, together with a central station in Manchester, and all other necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications; viz.:

A railway (No. 1) commencing in the township of Stretford, in the parish of Manchester, in the county palatine of Lancaster, by a junction with the Manchester South Junction and Altrincham Railway, at a point 300 yards, or thereabouts, to the south-west of the centre of the bridge which carries the last-mentioned railway over the road or street called Cornbrook-road, and terminating on the easterly side of Oxford-street, at a point 130 yards, or thereabouts, from Portland-street, measured in a southerly direction along Oxford-street aforesaid, in the township and parish of Manchester, and which said intended railway will

be wholly situate in the townships of Stretford, Hulme, and Manchester, in the said county palatine of Lancaster, or some of them.

A railway (No. 2) wholly situate in the said township and parish of Manchester, commencing by a junction with the last-mentioned intended railway (No. 1), at or near the point where that railway terminates on the easterly side of Oxford-street aforesaid, and terminating on the westerly side of David-street, at a point 120 yards from Portland-street, measured in a south-easterly direction along David-street aforesaid.

A railway (No. 3) commencing by a junction with the last-mentioned intended railway (No. 2), at or near the point where that railway terminates on the westerly side of David-street aforesaid, and terminating by a junction with the Manchester, Sheffield, and Lincolnshire Railway, at a point 90 yards, or thereabouts, to the eastward of the bridge which carries the last-mentioned railway over the Gorton Old Road, leading from Ashton-road to Gorton, and which last-mentioned intended railway will be situate in the several parishes, townships, extra-parochial and other places of Manchester, Ardwick, Openshaw, and Gorton, or some of them, all in the county of Lancaster.

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 alter the course of the street or road known as Fetter-lane, in the said township and parish of Manchester, and lying between Minshall-street and Aytoun-street, and to purchase and acquire by compulsion or agreement certain lands and houses on the north side thereof, also in the said township and parish of Manchester, for the purpose of such alteration.

To stop up China-lane between Piccadilly and Brewer-street, all in the township and parish of Manchester, and to extinguish all rights of way over that street between the points aforesaid.

To narrow that portion of Great Ancoate's street, in the township and parish of Manchester (by altering the southern side thereof), which lies between the north side of Mather-street, and a point about fifteen yards or thereabouts to the north of Lomax-street and Lomax-street.

To narrow that portion of Great Ancoate's street, in the township and parish of Manchester (by altering the southerly side thereof), which lies between the north side of Mather's-street, and a point about 15 yards to the north of Mather's-street.

To alter and divert the course of such portion of Great Ancoate's-street, in the township of Manchester, as lies between Travis-street and Tame-street, and for that purpose to acquire, by compulsion or agreement, certain lands and houses on the easterly side of that portion of Great Ancoate's-street aforesaid.

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, station, and works, or any of them.

To purchase, by compulsion or otherwise, any lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the

construction, maintenance, and use of the said intended railways and works, or any of them.

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

To authorize the Great Northern Railway Company and the Midland Railway Company, or either of them, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act to take shares in, and subscribe for or towards the making, maintaining, working, and using the said intended railways and works, or any part thereof, and to become part owners thereof; and to raise money by mortgage of any part of their respective undertakings for the purposes aforesaid, or any of them, and to respectively increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act, and to enable any company so subscribing to guarantee the payment of interest or dividend upon the whole or any portion of the capital to be raised under the powers of the intended Act, and to exercise certain rights and privileges with reference to the appointment of directors, or otherwise, as may be prescribed by the said intended Act.

To enable the Company to apply any capital or funds now or hereafter belonging to them, or under their control, to the purposes of the said Act, or any of them, and to enable the Company to raise further sums for such purposes by the creation of new shares or stock in their undertaking, either with or without preference or priority of interest or dividends, and by borrowing on mortgage or bonds, or by any of those means.

To enable the Company and the last-mentioned Companies, or either of them, to enter into agreements for respectively working, maintaining, managing, and using the said railways and works, or any or either of them, and for carrying into effect the objects and purposes of the said intended Act, or any or either of them, and so far as may be necessary, for all or any of the purposes aforesaid, to alter, amend, repeal, or enlarge the powers and provisions of the following Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company (viz.), 12 and 13 Vict., cap. 81; 13 and 14 Vict., cap. 94; 14 and 15 Vict., cap. 114; 15 and 16 Vict., caps. 83 and 144; 16 and 17 Vict., caps. 52 and 145; 18 and 19 Vict., caps. 91 and 129; 21 and 22 Vict., caps. 75 and 113; 22 and 23 Vict., cap. 5; 23 and 24 Vict., cap. 15; 24 and 25 Vict., caps. 66, 85, 156, and 113; 25 and 26 Vict., caps. 91, 98, 112, and 129; 27 and 28 Vict., caps. 77, 78, and 320; and 28 and 29 Vict., caps. 248, 327, and 378; the following Acts relating to the Great Northern Railway Company (viz.), 9 and 10 Vict., caps. 71 and 88; 10 and 11 Vict., caps. 113, 125, 143, 146, 148, 272, 286 and 287; 11 and 12 Vict., caps. 62, 71, and 114; 12 and 13 Vict., cap. 84; 13 and 14 Vict., cap. 61; 14 and 15 Vict., caps. 45 and 114; 16 and 17 Vict., cap. 60; 18 and 19 Vict., cap. 124; 20 and 21 Vict., cap. 138; 21 and 22 Vict., cap. 113; 22 Vict., cap. 35; the 23 and 24 Vict., cap. 168; the 24 and 25 Vict., cap. 70; the 25 and 26 Vict., cap. 1; the 26 and 27 Vict., caps. 147, 191, 203; the 27 and 28 Vict., caps. 49, 124, 202, 212, 242, and 243; and 28 and 29 Vict., caps. 105, 182, 216, 327, 330 and 331. The following Acts relating to the Midland Railway Company

(viz.), 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict., caps. 21, 88, and 131; 14 and 15 Vict., caps. 57, 88, and 113; 16 Vict., cap. 33; 16 and 17 Vict., cap. 108; 19 and 20 Vict., cap. 54; 22 and 23 Vict., caps. 40, 130, and 136; 23 and 24 Vict., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict., caps. 57, 106, and 139; 25 and 26 Vict., caps. 81, 90, 91, and 173; 26 and 27 Vict., caps. 74, 82, 182, and 183; 27 and 28 Vict., caps. 164, 230, 231, and 245; and 28 and 29 Vict., caps. 98, 178, 335, and 359; and any other Act or Acts relating to those Companies, or any or either of them.

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

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

Dated this 3rd day of November, 1865.

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

Wyatt and Metcalfe, No. 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1866.

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

(Working Arrangements and other Powers).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to introduce a Bill for the following, or some of the following, among other purposes:—

To enable the above-named Companies to enter into agreements for the working, management, and use of their respective undertakings, and the control and disposal of the traffic thereon, and the receipt and apportionment of the tolls, rates, and charges to be made in respect of such traffic and the appropriation and division of the profits derived from the said traffic.

2. To authorise the appointment of a joint Committee or Committees, in whom shall be

vested the management of the traffic which may be worked jointly on the two undertakings, or on such parts thereof as may be the subjects of the said agreements, and the receipt and apportionment of the revenues arising therefrom.

3. The Bill will, for the purposes aforesaid, amend or enlarge the powers of the several Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, viz.:—“The Manchester, Sheffield, and Lincolnshire Railway Act, 1849,” (12 and 13 Vic., cap. 81); 13 and 14 Vic., cap. 94; 14 and 15 Vic., cap. 114; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; 22 and 23 Vic., cap. 5; 23 and 24 Vic., cap. 15; 24 and 25 Vic., caps. 66, 86, 156, and 113; 25 and 26 Vic., caps. 91, 98, 112, and 129; 27 and 28 Vic., caps. 77, 78, and 320; and 28 and 29 Vic., caps. 248, 327, and 378; and the several Acts relating to the Great Eastern Railway Company, viz.:—“The Great Eastern Railway Act, 1862;” and all Acts in any way referred to in that Act; 25 and 26 Vic., caps. 8, 187, 195, 220, and 223; 26 and 27 Vic., caps. 190 and 225; 27 and 28 Vic., caps. 95, 122, 282, and 308; and 28 and 29 Vic., caps. 62, 100, 118, 150, and 184; and any other Act relating to the said Company.

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 6th day of November, 1865.

J. R. Lingard.

Maynard, Son, and Co.

In Parliament—Session 1866.

Manchester, Sheffield and Lincolnshire Railway (Liverpool Extension).

(Power to the Great Northern and Midland Railway Companies to subscribe towards and become Joint Owners of the Undertaking authorized by the Manchester Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill and to pass an Act for all or some of the following among other purposes:

To enable the Great Northern Railway Company and the Midland Railway Company (hereinafter called the two Companies) or either of them, to become joint owners with the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called the Company) of the railways and works authorized to be constructed under the powers of the “Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865” (hereinafter called the Act of 1865), and subject to the provisions of the said intended Act, to vest in the two Companies jointly with the Company, the several powers, rights, and privileges conferred by the Act of 1865, and all lands and property to be acquired under that Act, and for those purposes to apply any portion of their respective corporate funds, or any money which they may be authorized to raise under the powers of the said intended Act; and to enable the two Companies, or either of them, to take shares in and subscribe for or towards the capital and funds authorized to be raised under the Act of 1865, or under any Act or Acts to amend that Act; and to enable the two Companies, or either of them, to raise money by mortgage

of any part of their respective undertakings for the purposes aforesaid, and to increase their respective capitals by the creation of new or additional shares or stock, with or without priority in payment of interest or dividends, and to guarantee the payment of interest or dividends upon the whole or any part of the capital authorized to be raised by the Act of 1865.

To vest in the Great Northern and Midland Railway Companies jointly with the Company, or in the Cheshire Lines Committee, constituted under the powers of the Cheshire Lines Transfer Act, 1865, the management, control, and disposal of the traffic on the said authorized railways; the receipt and apportionment of the tolls, rates, and charges in respect of such traffic, and the appropriation and division of the profits derived from the said traffic, and generally the carrying into effect the objects and purposes of the intended Act.

To enable the Company and the two Companies, or either of them, to enter into contracts and agreements for all or any of the purposes of the said intended Act.

And so far as may be necessary for all or any of the purposes aforesaid to alter, amend, extend, and enlarge, and if need be to repeal the following Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, viz., 12 and 13 Vict., cap. 81; 13 and 14 Vict., cap. 94; 14 and 15 Vict., cap. 114; 15 and 16 Vict., caps. 83 and 144; 16 and 17 Vict., caps. 52 and 145; 18 and 19 Vict., caps. 91 and 129; 21 and 22 Vict., caps. 75 and 113; 22 and 23 Vict., cap. 5; 23 and 24 Vict., cap. 15; 24 and 25 Vict., caps. 66, 86, 156, and 113; 25 and 26 Vict., caps. 91, 98, 112, 129; 27 and 28 Vict., caps. 77, 78, and 320; and 28 and 29 Vict., caps. 248, 327, and 378; the following Acts relating to the Great Northern Railway Company, viz., 9 and 10 Vict., caps. 71 and 88; 10 and 11 Vict., caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Vict., caps. 62, 71, and 114; 12 and 13 Vict., cap. 84; 13 and 14 Vict., cap. 61; 14 and 15 Vict., caps. 45 and 114; 16 and 17 Vict., cap. 60; 18 and 19 Vict., cap. 124; 20 and 21 Vict., cap. 138; 21 and 22 Vict., cap. 113; 22 Vict., cap. 35; the 23 and 24 Vict., cap. 168; the 24 and 25 Vict., cap. 70; the 25 and 26 Vict., cap. 1; the 26 and 27 Vict., caps. 147, 191, 203; the 27 and 28 Vict., caps. 49, 124, 202, 212, 242, and 243; and 28 and 29 Vict., caps. 105, 182, 216, 327, 330, and 331. The following Acts relating to the Midland Railway Company viz., 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict., caps. 21, 88, and 131; 14 and 15 Vict., caps. 57, 88, and 113; 16 Vict., cap. 33; 16 and 17 Vict., cap. 108; 19 and 20 Vict., cap. 54; 22 and 23 Vict., caps. 40, 180, and 136; 23 and 24 Vict., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict., caps. 57, 106, and 139; 25 and 26 Vict., caps. 81, 90, 91, and 173; 26 and 27 Vict., caps. 74, 82, 182, and 183; 27 and 28 Vict., caps. 164, 230, 231, and 245; and 28 and 29 Vict., caps. 98, 178, 335, and 359; and any other Act or Acts relating to those Companies, or any of them.

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 4th day of November, 1865.

J. R. Lingard, Solicitor, Manchester;
Wyatt and Metcalfe, 28, Parliament-street,
Westminster, Parliamentary Agents,

Swansea Harbour Trust.

(Power to make, maintain, and complete the Low Level Railway and South Dock-Road; Extension of Pilotage Jurisdiction and Powers; Purchase of Dock Purchase Bonds; Power to borrow further Sums; Repeal and Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorise and effect the objects and purposes hereinafter mentioned, or some of them; that is to say:

To empower the Swansea Harbour Trustees (hereinafter called the Trustees) to make, maintain, complete, and improve the works hereinafter described, with all proper and convenient approaches, roads, stations, sidings, and conveniences connected therewith respectively; that is to say:

First, a railway, commonly called "The Low Level Railway," already constructed or partly constructed by the Trustees, commencing in the hamlet of Saint Thomas, in the parish of Swansea, in the county of Glamorgan, at the New Cut Ballast Wharf, belonging to the Trustees, passing through or into the said hamlet of Saint Thomas, the parish of the town and franchise of Swansea, and the parish of Swansea, and terminating in the parish of the town and franchise of Swansea, at the northern boundary of the South Docks Estate, belonging to the Trustees, about twenty yards to the eastward of the steps near and leading to the Coal Drop No. 6, belonging to the Trustees, leased to the Vale of Neath Railway Company.

Secondly. A carriage and foot road, situate wholly within the parish of the town and franchise of Swansea, in the county of Glamorgan, commencing by a junction with Victoria-road near the north-western corner of the grounds of the Royal Institution, in the town of Swansea, and terminating at the northern boundary of the South Docks Estate, belonging to the Trustees, near the south-western corner of the grounds belonging to Burrows Lodge, in the said town of Swansea.

Thirdly. To empower the Trustees to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, streets, passages, alleys, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said intended Act, or any of them.

To empower the Trustees to purchase and take by compulsion, and also by agreement, and to hold lands, houses, tenements, and hereditaments, for the purposes of the intended Act, or any of them, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken, or which would in any way impede or interfere with the objects of the intended Act, or any of them.

To authorise the Trustees to levy tolls, rates, and charges upon or in respect of the said railway and works, and, if necessary or expedient, to alter the tolls which the Trustees are authorised to take on their existing railways, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To define, and, if necessary or expedient, to alter and extend, the pilotage limits of the Trustees and of the pilots of Swansea Harbour, and to provide that such pilotage limits shall include Swansea Harbour and Swansea Bay, together with that portion of the Bristol Channel which lies eastward of Lundy Island, up to an

imaginary line drawn from Nass Point, otherwise Nash Point, on the north side of the Bristol Channel, to Hurlstone Point, on the south side of the Bristol Channel.

To confer further powers on the Trustees with respect to Pilots and Pilotage, and to provide for the appointment, regulation, and remuneration of pilots, and for the pilotage of vessels, and, so far as may be necessary for that purpose, to alter or repeal section 166, of the Swansea Harbour Act, 1854; and section nine of an Act passed in the second session of the forty-seventh year of King George the Third, chapter thirty-three, intituled "An Act for ascertaining and establishing the rates of wharfage, crannage, plankage, anchorage and moorings, to be received at the lawful quays in the port of Bristol, for the regulation of the crane-keepers in the said port, and for the better regulation of pilots and pilotage of vessels navigating the Bristol Channel."

To fix the pilotage-rates and prices or other remuneration to be from time to time demanded and exercised by the trustees or by pilots appointed by them.

To authorise the trustees to purchase, redeem, or pay off the Dock purchase bonds issued by the Trustees to the Swansea Dock Company, under the provisions of the Swansea Harbour Act, 1857, upon such terms, and at such price not exceeding the nominal value of those bonds, as shall be agreed upon between the trustees and the holders thereof.

To enable the trustees to apply any funds belonging to them or under their control, to the purposes of the intended Act, or any of them, and to borrow on mortgage further sums of money for the said purposes, or any of them, and also for the general purposes of their undertaking.

To alter, repeal, amend, extend, and enlarge some or any of the powers and provisions of the several Acts hereinafter mentioned (that is to say): "The Swansea Harbour Act, 1854;" "The Swansea Harbour Act, 1857;" "The Swansea Harbour Act, 1859;" "The Swansea Harbour Act, 1860;" "The Swansea Harbour Act, 1861;" "The Swansea Harbour Act, 1862;" "The Swansea Harbour Act, 1864;" and the said Act (local) of the second session of the forty-seventh year of King George the Third, chapter thirty-three.

On or before the thirtieth day of November, one thousand eight hundred and sixty-five, plans and sections of the railway, road, and works, to be made, maintained, improved and completed, under the powers of the intended Act, a book of reference to such plans, a published map, with the line of such 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 Glamorgan, at his office at Cardiff; and on or before the same day a copy of the said plans, sections, book of reference, and Gazette Notice, will be deposited with the parish clerk of the parish of Swansea, and of the town and franchise of Swansea, at his usual place of abode.

And on or before the twenty-third day of December, one thousand eight hundred and sixty-five, 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 thirteenth day of November, one thousand eight hundred and sixty-five.

Lewis Thomas, Swansea, Solicitor for the Bill.

Redheugh Bridge and Approaches.

(Incorporation of Company; Construction and Maintenance of Bridge and Roads; Powers to purchase Lands and to levy Tolls; Powers for the Newcastle and Gateshead Water Company and Newcastle and Gateshead Gas Company to agree for use of the intended Bridge and Roads, and to lay Pipes in and through other Lands, and to subscribe and raise Money; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to incorporate a Company (hereinafter called "the Company") by the name of "The Redheugh Bridge and Road Company," or by such other name as shall be deemed expedient, with such powers as are hereinafter mentioned or as are usually inserted in Acts of the like nature, and to provide for the carrying into effect the several other purposes hereinafter mentioned, or some of them (that is to say):

To make, construct, and maintain—

- (1.) A bridge over the River Tyne commencing in the public road called the Shot Factory-lane, in the townships of Westgate and Elswick, and parish of Saint John, in the borough and county of Newcastle-upon-Tyne, at a point about seven yards to the south-west of the junction of the public road called Pottery-lane with the said Shot Factory-lane, in the township of Elswick, in the parish of Saint John, in the borough and county of Newcastle-upon-Tyne, and thence passing from, through, or into the several parishes, townships, and other places of Westgate, Elswick, Saint John, and Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, and Gateshead, in the county of Durham, and terminating in a field belonging to the Ecclesiastical Commissioners for England and Wales, lately in the occupation of Walter Kirkup, and at present unoccupied, in the parish and borough of Gateshead, in the county of Durham, at a point about eighty-three yards south of the westernmost building of the Redheugh Station of the North Eastern Railway Company, in the borough and parish of Gateshead, in the county of Durham;
- (2.) A road (hereinafter called the intended Road), which will be wholly situate in the said borough and parish of Gateshead, commencing from the point at which the said intended bridge shall terminate in the said borough and parish of Gateshead, and terminating in the public road called or known by the name of Saltwell-lane, on the west side of the said lane, where the same abuts on a field belonging to the representatives of John Barras, Esq., deceased, and in the occupation of William Wailes, at a point two hundred and sixty-seven yards or thereabouts to the south-east of the point of junction of Saltwell-lane aforesaid with the public road called the Lobley Hill Turnpike Road;
- (3.) To alter, vary, and widen the said public road called Shot Factory-lane from the point at which the said intended bridge will commence, to a point where the said Shot Factory-lane forms a junction with two other public roads or streets, called respectively Ord-street and Railway-street, which public road so to be altered and widened is wholly situate in the townships of Westgate and Elswick, and parish of Saint John, in the borough and county of Newcastle-upon-Tyne.

To construct and maintain toll-houses, works, and other conveniences connected with the said intended road and bridge and works in the several parishes, townships, and places before mentioned, or some of them:

To empower the Newcastle and Gateshead Water Company, and the Newcastle and Gateshead Gas Company respectively, to lay down and maintain pipes and mains for the conveyance of water and gas (to communicate between any of their existing pipes or mains, and any pipes or mains which may be laid down by them under, upon, or along the said intended road and bridge), from a point in that road in a field belonging to Henry William Askew, Esq., and in the occupation of Francis Wardlaw and Joseph Wardlaw, in the said parish and borough of Gateshead, two hundred and ninety yards or thereabouts measuring northwards from the Eastern Lodge at the entrance of the approach road leading from Planet-lane to Redhugh House, to the north end of Victoria-street, all in the said borough and parish of Gateshead, in the county of Durham:

To enable the Company to purchase, compulsorily or otherwise, the lands and houses and other property, rights, and interests required for the purposes of the said intended road, bridge, and works, and also to enable the said Newcastle and Gateshead Water Company and the Newcastle and Gateshead Gas Company, respectively, as the case may be, to purchase, compulsorily or otherwise, the lands, houses, and other property, rights, and interests required for the purposes of laying and maintaining the said intended pipes and mains; and to vary or extinguish all or any rights or privileges in any manner connected with the said lands, houses, and other property, or with any railway or bridge or public or other street or other works interfered with by the said intended road, bridge, pipes, mains, or works, or which would in any manner impede or interfere with the construction, maintenance, or use of the same, or any of them, or other the purposes of the intended Act:

To enable the Company to levy tolls, rates, and charges for or in respect of the use of the said intended road, bridge, and works, and to raise money, by mortgage or otherwise, on the credit of the said tolls, rates, and charges, or otherwise, for the purposes of the Company's undertaking:

To alter, or cross over or under, or otherwise vary, whether temporarily or permanently, any highways, tramways, railways, streets, thoroughfares, streams, rivers, waters, drains, pipes, sewers, and watercourses and other works which it may be necessary to cross or interfere with in the construction or use of the said intended road, bridge, and works, pipes, and mains, or any of them:

To create a joint stock or capital for the purpose of carrying the Company's undertaking into effect, and to confer on the Company and make applicable to the objects of the said intended Act all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and all other statutes, powers, and provisions, necessary for the purposes to be authorised by the said intended Act:

To empower the Company on the one hand, and the Newcastle and Gateshead Water Company and the Newcastle and Gateshead Gas Company, or either of those Companies, on the

other hand, to make and carry into effect arrangements and agreements for enabling the last-named Companies, or either of them, to lay down and maintain in, upon, and along the said intended road and bridge all necessary mains and pipes for the conveyance of water and gas by those Companies respectively, on such terms and conditions, and upon payment of such rent or other consideration as may be agreed upon or provided by the said intended Act, and also to enable the said last-named Companies, or either of them, to subscribe towards the construction of the said intended road, bridge, and works, and towards the expense of carrying the Company's undertaking into effect, and to accept, take, and hold shares in the capital of the Company; and for those purposes, or any of them, or the other purposes of the said intended Act, to apply their corporate or other funds, and to raise additional capital by the creation of new shares or stock, either ordinary or preference, and to appoint one or more directors of the Company:

To enable the Company to make and carry into effect arrangements and agreements with any local authority, or with the owners of or persons otherwise interested in, the lands abutting on or in the neighbourhood of the intended road and the road so intended, to be altered or widened, with respect to the construction and maintenance of the same, and the moneys to be raised and expended for such purposes as aforesaid:

To alter, amend, extend, and enlarge, and if necessary, to repeal all or some of the powers and provisions of "The Newcastle-upon-Tyne and Gateshead Gas Act, 1864," and "The Newcastle and Gateshead Waterworks Act, 1863," or either of those Acts:

Duplicate plans and sections defining the lines, situation, and levels of the said intended road, bridge, 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, containing the names of the owners or reputed owners, lessors or reputed lessors, and occupiers of the lands and houses proposed to be taken, and also a copy of this notice as published in the London Gazette, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Durham, at his office in the city of Durham, and with the Clerk of the Peace for the county of Newcastle-upon-Tyne, at his office in the Guildhall in the said town or borough and county of Newcastle-upon-Tyne; 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 intended road, bridge, and works are proposed to be made, and also a copy of this notice as published in the London Gazette, will be deposited on or before the said thirtieth day of November with the Parish Clerk of each such parish at his residence.

Printed copies of the Bill so to be applied for 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 10th day of November, 1865.

J. and E. S. Watson, 10, Royal Arcade, Newcastle-upon-Tyne, Solicitors for the Bill.

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

Maryport Improvement, Harbour, and Dock.

(Repeal of existing Act; Reconstitution of the Trust; General and Special Improvement Provisions, and Sanitary and Police Regulations; Waterworks and Water Supply; Gasworks and Gas Supply; Harbour Works, and New Road in connection therewith; Provision for Steam Tugs and Dredgers, Harbour and other Boats; Rating powers; Extension of Limits of the Trust for foregoing purposes; Borrowing Powers; Contract Powers; Incorporation of Acts; Definition of limits of Chapelry of Maryport, authorization of marriages therein, and confirmation of marriages hitherto celebrated at Saint Mary's Chapel, Maryport.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Trustees for Improving the Harbour and Township of Maryport (hereinafter called "the present Trustees"), for an Act (hereinafter called "the Act") to effect the following objects, or some of them, that is to say:—

1. To repeal wholly or partially, and to alter, amend, extend, enlarge, and consolidate the provisions of an Act passed in the third and fourth years of the reign of King William the Fourth, chapter 113, intituled, "An Act for better preserving the Harbour of Maryport, and for Lighting and otherwise improving the Township of Maryport, in the County of Cumberland."

2. To repeal wholly or partially, and to alter and amend the Articles of Association of the Maryport Gas Light Company, Limited.

3. To incorporate with the Act, *in extenso* or by reference, all or some of the provisions of "The Commissioners' Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Town Police Clauses Act, 1847," "The Local Government Act, 1858," and the Acts since passed for amending or extending that Act, "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Waterworks Clauses Acts, 1847 and 1863," "The Gas Works Clauses Act, 1847," "The Harbours, Docks, and Piers Clauses Act, 1847," and such other powers and provisions as may be deemed necessary.

4. To dissolve the present trustees and to incorporate trustees for carrying the Act into execution, hereinafter called "the trustees," and to vest in them all the works, lands, buildings, and property belonging to or in the possession of the present trustees, and to make provision for the future appointment of some of the trustees by the Lord of the Manor of Ellenborough, in the county of Cumberland, and for the future election of certain other trustees by the inhabitants of a district to be described in the Act, and by owners of vessels belonging to the Port of Maryport, and to prescribe the qualification of such trustees and electors, and the duration in office of such trustees and the time and mode of their appointment and election respectively.

5. To provide that the Act shall be carried into effect by the trustees within all or some parts of the Harbour as hereinafter defined, and also within the following limits, viz: such limits to commence at low water-mark of the sea of high spring tides, and to proceed from thence in a straight line or nearly so, by and along the inside of the boundary line dividing the township of Ellenborough and the parish of Flimby, up to the inside fence on the north-west side of the turnpike road leading from Maryport to Workington, where the said boundary line crosses that road, and then to proceed from thence in a north-easterly direction along the inside of the fence of the said turnpike

road on the north-west side thereof to the junction of that road with the highway leading from Ellenborough to Glasson, and the south side of the harbour of Maryport, crossing the said highway, and then to proceed from thence in a north-easterly direction by and along the inside of the fence of the aforesaid turnpike road on the north-west side thereof to a street called Station-street, crossing that street, and thence to proceed in a north-easterly direction by and along the inside of the fence of the aforesaid turnpike road on the north-west side thereof to or near to Ellen bridge which crosses the River Ellen near to the Ellen bridge toll gate, and thence to proceed in a north-westwardly direction by and along the inside of the south-west fence of the aforesaid turnpike road to Curzon-street, crossing that street to the north-west corner thereof, and then to cross the said turnpike road in a north-easterly direction, and to proceed in the same direction thence, by and along the inside of the fence of the turnpike road leading from Maryport to Wigton and Carlisle, on the north-west side of the said turnpike road, to a point where the occupation road called the Bank End road communicates with the last-mentioned turnpike road, and thence to proceed in a north-westwardly direction by and along the inside of the boundary fence of the said occupation road on the west side thereof to the end of the said road, and thence to proceed in a north-westwardly direction, passing the south corner of the buildings forming the Homestead of Bankend Farm, to the low-water mark of the sea, and thence to proceed along low-water mark of high spring tides, and terminate at the point hereinbefore described as the commencement of the said limits, all which said limits are within the townships of Maryport and Netherhall, or one of them, and parish of Cross Canonby, and the township of Ellenborough, and parish of Dearham, in the county of Cumberland, or some part or parts thereof, within which limits the trustees shall have and exercise the powers of the Act, and to provide that the trustees shall have power from time to time to extend the said limits within the parishes of Cross Canonby and Dearham, in the county of Cumberland, and that such limits, whether they be those defined in the Act or any extension of the same, shall be called "the district of Maryport" (hereinafter referred to as "the district").

6. To constitute the trustees surveyors of highways of the district and to vest in them all existing and future roads, footpaths, ways and places within the district, and to give them powers to stop up such as may be unnecessary, and to vest the soil thereof in the trustees, and to give them powers of sewerage, draining, levelling, paving, flagging, macadamising and otherwise completing such roads, streets, footpaths, ways and places, and charging the expenses thereby incurred on the lands and other property within the district, and upon the owners, lessees and occupiers of property within the district, and for the recovery of such expenses.

7. To empower the trustees to regulate the laying out of streets within the district and to alter and prescribe the level of every street, and to determine and regulate the line and time and mode of construction, and the length and width thereof, and the lines of frontage and height and elevations of houses and buildings.

8. To empower the trustees to regulate the construction of buildings with a view to securing stability, preventing fires and securing space and ventilation, and to provide that plans and sections of new buildings shall be submitted to the trustees for approval, and to provide for the removal or alteration of buildings erected in contravention

of the Act, and to prevent the occupation of buildings unfit for human habitation.

9. To vest all the existing and future sewers and drains in the district, with the works and rights thereunto appertaining or necessary to the due control thereof, in the trustees, and to enable the trustees to form new sewers, and to alter and demolish existing sewers, and to alter open drains and watercourses, and to convert the same into public sewers, and to do all other acts necessary for the efficient drainage and sanitary improvement of the district, and to charge the expenses incurred thereby on property within the district, and upon the owners, lessees, and occupiers of property within the district, and to give them powers for the recovery of such expenses, and to give the trustees compulsory powers of entry upon lands, and of taking lands and easements in lands and of using drains for the purpose of forming communications with other drains, sewers, or watercourses, and to widen and enlarge drains.

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

11. To enable the trustees to enter on lands, tenements and hereditaments, to ascertain if the provisions of the Act have been properly carried out, and to empower them to execute works in default of the persons by the Act made liable to execute the same, and to demolish or alter works imperfectly executed, and generally to provide for the doing of all things required by the Act or ordered by the trustees to be done under the provisions thereof, and to provide for the recovery of charges and expenses incurred by the trustees.

12. To provide for the consumption of smoke within the district, and to impose penalties for acts and neglects whereby the smoke generated by fires and furnaces shall not be consumed.

13. To empower the trustees to make and maintain waterworks, and to supply water for public and private purposes within the district, and also within the several other townships, parishes, and places within or near which any portion of the works for the supply of water hereinafter described is intended to be made, and for the purposes of the said waterworks to authorize the trustees to execute the following works in the county of Cumberland, that is to say:—

(a). A well, chamber, or cistern, and pumping apparatus connected therewith upon lands, buildings, streams, and other property in the township of Papcastle, in the parish of Bridekirk, belonging to Jonathan Harris, and in the occupations of himself, Joseph Benn, William Todhunter, William France, and Thomas McKusker, or some of them (part of which said lands, buildings, and other property was formerly used as a thread mill, and is now known as "Harris's Old Thread Mill") at a point 400 feet or thereabouts, measuring in a north-westward direction, from the Goat Toll Gate, on the turnpike road leading from Maryport to Cockermouth, in the same township and parish; and power will be taken by the Act to abstract from the Millrace within the said properties, and also from the River Derwent, into which the said Millrace flows, and appropriate all such water as may be necessary for the purposes of the Act, and to place and maintain all necessary pipes and apparatus for that purpose, which said works will be situate and which said acts and things will be done in the township of Papcastle and parish of Bridekirk, and in the township of Brigham and parish of Brigham, the waters of which said Millrace and river eventually flow into and through the Harbour of Work-

ington and from thence into the sea at or near the mouth of that harbour.

(b). An approach road to such proposed works commencing at the southern extremity of the said lands, buildings, and other property, and running parallel to, and co-extensive with, Spittal Ing Lane, so as to give a communication with the turnpike road leading from Maryport to Cockermouth, and terminating at or near the junction of that lane with that road; which road will be situate in the township of Papcastle in the parish of Bridekirk.

(c). An aqueduct, conduit, or main pipe commencing at the said well, chamber or cistern, and thence extending through the townships of Papcastle and Dovenby, and parish of Bridekirk, and terminating at the reservoir next hereinafter described.

(d). A reservoir with filter beds and basins in connection therewith, in a field in the township of Dovenby, and parish of Bridekirk, belonging to William Thornburn and in the occupation of the said William Thornburn and Robinson Plummer or one of them, and commonly known as the High Ann's Hill Field, and at a point 1050 feet or thereabouts, measuring in a northern direction from the point of junction between the turnpike roads leading from Cockermouth to Maryport, and from Cockermouth to Carlisle, and an approach road to such reservoir and other works, commencing at the south-east corner of such reservoir, and thence extending in a southerly direction to the turnpike road leading from Cockermouth to Carlisle, and which reservoir and other works and road will be situate within the said township of Dovenby, and parish of Bridekirk.

(e). An aqueduct, conduit, or main pipe commencing at the reservoir lastly hereinafter described, and thence extending through the townships of Papcastle, Dovenby, and Little Broughton, and parish of Bridekirk, and the townships of Dearham and Ellenborough, and parish of Dearham, and terminating at the reservoir next hereinafter described.

(f). A reservoir and other works in the township of Ellenborough and parish of Dearham, in a field belonging to Joseph Pocklington Sealhouse, Esq., and Elizabeth Pocklington Sealhouse, his wife, and in the occupation of John Graham, and on the south side of the turnpike road leading from Maryport to Cockermouth, and at a point 870 feet or thereabouts, measuring in a westward direction from the lodge gate at the principal carriage entrance to Hayborough House, belonging to, and occupied by William Miller Sewell, which said lodge is in the said township of Ellenborough, and which said house is in the said township of Dearham.

(g). An aqueduct, conduit, or main pipe commencing at the reservoir lastly hereinafter described, and thence extending into and through the township of Ellenborough, and parish of Dearham, and the townships of Netherhall and Maryport, or one of them, and parish of Cross-Cayonby, and terminating at or near the point of junction of Church-street with Wood-street, in the town of Maryport.

(h). All such embankments, filtering beds, dams, sluices, cuts, channels, drains, pipes, wells, tanks, engines, and other conveniences within the townships and parishes aforesaid, as may be necessary for the purposes of the Act.

14. To authorize the trustees from time to time to make, construct, erect, and lay down, continue, maintain, improve, alter, and extend, and

abandon, and discontinue, or renew all or any buildings, retorts, gasometers, receivers, engines, plant and machinery, mains, pipes and apparatus, sumps, drains, watercourses and roads, and works and conveniences, generally, and to manufacture, store and supply gas, and do all such other acts in connection with and in relation to such manufacture and supply as they may think proper and convenient; and to manufacture, provide, sell, and vend coke, coal, lime, tar, pitch, asphaltum, ammoniacal liquors, and all other products and residuums of any materials employed in or resulting from the manufacture of gas, or which can or may be compounded or produced from the materials employed in or resulting from the manufacture of gas, and to manufacture, sell, let, or vend pipes, meters, fittings, and articles connected with gas works, or the supply or use of gas, but the lands and properties to be used for the manufacture of gas, will be those which the trustees may acquire from the Maryport Gas Light Company, Limited, and now used for that purpose, and lands and properties which the trustees are now authorized to acquire for that purpose, and those following, that is to say, the foundry yard and buildings thereon, belonging to and in the occupation of William Pearson, and commonly known as "Pearson's Foundry," and the foundry yards and buildings thereon, belonging to Henry Oldknow Huthwaite, Thomas Henry Tickle, and John Rintoul Tickle, or some or one of them, and in the occupation of the said John Rintoul Tickle, and commonly known as "Tickle's Foundry," and which said foundries are situate on the south-east side of the road or street called "Nelson's Lane," in or near the town of Maryport, and between the gas works and premises of the Maryport Gas Light Company, Limited.

15. To enable the trustees to supply gas within the district, and also within all or any parts of the townships of Netherhall and Birkby, and parish of Cross Canby, and the townships of Ellenborough and Kwanrigg, and parish of Dearham, and the parish of Hamby, all in the county of Cumberland.

16. To enable the trustees to hold licences for the use of patented inventions with respect to gas, and to make provision for regulating and controlling the consumption of gas and water by meter, and for preventing the fraudulent use or waste of gas and water, and to make special provisions for exceeding the supply of gas and water for public and private purposes, and to authorize the purchase by the trustees of the undertaking of the Maryport Gas Light Company, Limited, and to confer on the trustees and the Company, respectively, all necessary powers for the purpose, and to dissolve that Company, and to enable the trustees to provide and licence slaughterhouses, and to revoke or suspend existing or future licences, and to prevent the slaughtering of cattle or other animals elsewhere than in slaughterhouses provided or licensed by the trustees, and to prevent animals, infected, or believed to be infected with disease, from being brought into the district, or sold, or exposed for sale thereon.

19. To enable the trustees to provide, maintain, and discontinue baths, wash-houses, and bathing places, and to regulate the conduct of persons resorting to the same, and to regulate the letting and use of boats, and to grant licences for such boats, and to prohibit their use without a licence.

20. To enable the trustees to provide and maintain telegraphs and clocks, and to extend to the trustees all or some of the provisions of "The Telegraph Act, 1863."

21. To prevent the injuring and defacing of buildings or property, to prohibit or regulate

street music, and for preventing obstructions in the streets during public processions, and to make provision concerning the custody and restoration of property stolen, or suspected of being stolen.

22. To provide for the execution by the trustees of the Public Acts of the 23 & 24 Vict. c. 84, the 23 & 24 Vict. c. 139, and the 25 & 26 Vict. c. 66; and to authorize the trustees to grant, revoke, or suspend licences in pursuance of the two last mentioned Acts, and to charge fees for such licences.

23. To make provisions for restricting the sale of spirituous liquors in certain cases, and for regulating the occupation and use of public houses, beer-houses, and other places of public resort, with a view to preventing drunkenness, gambling, and immorality therein.

24. To enable the trustees to licence brokers or dealers in second-hand goods or marine stores, and to provide that no person shall carry on those businesses without such licence, and to regulate the mode of conducting such businesses.

25. To extend the limits of the Harbour of Maryport, and to authorize the trustees to exercise the jurisdiction and powers to be conferred by the Act in relation to harbour purposes within the present limits of the harbour of Maryport, and all works and lands of the trustees to be vested in them, or made or required under the Act, and all parts seaward of the high-water line within a curve struck with a radius of 1200 yards from the centre of the entrance of the new basin hereinafter referred to, and which limits are included in the term "Harbour," hereinafter used; and to confer upon the trustees all necessary powers for the government, regulation, control, and maintenance of that Harbour, and to authorize them to construct the following works, to wit:

(a) An open breakwater to be extended in a north-westerly direction, commencing at or from the present extreme north-west end of the south pier of the Harbour at Maryport, and thence extending into the sea for a distance of 550 yards or thereabouts.

(b) A dock and entrance basin to the dock, with quay walls, such works commencing at a point on the foreshore of the sea, lying on the north-east side of the town and harbour of Maryport 680 yards or thereabouts from the north-east corner of the shipbuilding yard in the town of Maryport, in the occupation of Wilton William Wood, and thence extending in a north-westerly direction on the foreshore and into the sea for a length together of 320 yards or thereabouts, and a width of 220 yards or thereabouts, and comprising together an area of fifteen acres or thereabouts.

(c) An open breakwater in the sea to the north of, and opposite to, the northern angle and entrance of the proposed basin; and at a distance of 250 yards or thereabouts from such angle and entrance, and of the length of 120 yards or thereabouts, and of the width of 6 yards or thereabouts, for the purpose of protecting such entrance from the action of the sea.

(d) An open timber or pile pier of the length of 100 yards or thereabouts, measuring in an easterly direction from the east corner of the said proposed new dock, herebefore described, and which pier will be of the width of 50 feet or thereabouts, and will be situate within the township of Netherhall and parish of Cross Canby, and the sea adjacent thereto.

(e) The providing, erecting, and maintaining, by means of the proposed Harbour and dock works, and by means of the proposed new

road hereinafter described, and certain new works proposed by the Maryport and Carlisle Railway Company, a harbour of refuge on the foreshore of the sea, lying on the north-east side of the town and harbour of Maryport, of the extent of 80 acres or thereabouts.

(7) The dredging, deepening, scouring, cleansing, widening and otherwise improving the present entrance or channel to the harbour of Maryport, and also all or any part of the harbour and works to be authorized by the trustees.

(8) The construction of all such embankments, works, communications, wharfs, quays, yards, stages, gates, jetties, landing places, walls, ponds, basins, dry or graving docks, slips, inclined planes, tramways, warehouses, light-houses, buildings, sheds, cranes, dolphins, bridges, dams, sluices, culverts, drains, sewers, works, paths, fences, apparatus, and conveniences as the trustees think convenient for the purposes of their undertaking, and the maintaining, altering, repairing, and discontinuing of the same.

26. The several harbour works, matters and things to be so authorized, will be situate or done within the township of Ellenborough and parish of Dearham, and the townships of Netherhall and Maryport, and parish of Cross Canonby, and the sea adjacent thereto, all in the county of Cumberland.

27. To empower the trustees to purchase and provide steam tugs and dredgers, harbour boats, and hopper or ballast boats, and to enter into contracts for their use by shipping.

28. To authorize the trustees to form, make and maintain a new road or street, commencing at or near the north-east end of Strand street, in the town of Maryport, and thence running through or over the timber yard belonging to Joseph Pocklington Senhouse, Esquire, and Elizabeth Pocklington Senhouse, his wife, in the occupation of Wilton William Wood, and thence running parallel, or nearly so, with the line of high-water mark of ordinary spring tides to a point at or near the property called "The Tan Yard," in the township of Netherhall, in the occupation of John Mark, and thence diverging in a westerly direction across the foreshore, and terminating at or near the east end of the proposed viaduct hereinbefore described, and which new road or street will be situate within the townships of Maryport and Netherhall, and parish of Cross Canonby, in the county of Cumberland.

29. To authorize the trustees to purchase, by compulsion or by agreement, and to rent or lease lands, waters, tenements, and hereditaments for all or any of the purposes of the Act, and to sell, lease, exchange, or otherwise dispose of lands, tenements, and hereditaments already or hereafter vested in them.

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

31. To provide for the settlement of certain questions of compensation and other disputed matters by justices, and to provide an appeal to Quarter Sessions in certain cases.

32. To authorize the trustees to create a fund to be called "The District Fund," and a fund to be called "The Harbour Fund;" the first mentioned fund to consist of moneys coming into the hands of the trustees otherwise than in respect of the harbour; and the last mentioned fund to consist of moneys coming into the hands of the trustees in respect of the harbour, and matters connected therewith only.

33. To authorize the trustees to make and levy a rate on the owners, lessees, and occupiers

within the district for carrying out the improvement proposed in the Act, and to make, levy, or impose special rates or charges upon the owners, lessees, and occupiers of all or particular properties within the district, in respect of sewerage works and purposes connected with sewers, and the sanitary condition of property; and to levy and receive rates, rents, and remunerations for the supply of water and gas within the district, and within all the other places within which the trustees may, under the provisions of the Act, be authorized to supply water and gas, and for the use of meters and other apparatus connected with the supply of water and gas; and to levy and receive rates, tolls, rents, and remuneration for the use of slaughterhouses and the conveniences connected therewith, and for the use of baths, wash-houses, and bathing places; and to receive remuneration for the licences they are by the proposed Act to be empowered to grant; and to levy tolls, rates, and dues in respect of all vessels and passengers using or frequenting the harbour, and in respect of all goods, animals, wares, merchandize, and things imported into or exported from the harbour, and in respect of ballast, and in respect of the use of warehouses, wharfs, cranes, weighing machines, steam tugs, and harbour, hopper, or ballast boats, to extinguish all exemptions from the payment of tolls, rates, dues, rents, and remunerations; and, if need be, to alter the amount and application of tolls, rates, dues, rents, and remunerations, authorized to be demanded and received by the present trustees, and to vary or extinguish all rights and privileges which would in anywise interfere with the objects of the proposed Act; and to confer other rights and privileges.

34. And it is intended, for the purposes of the Act, to authorize the trustees to borrow moneys on the security of the works and property of the trustees and of the rates, rents, remunerations, tolls, dues, charges, and other sums payable to the trustees under the provisions of the Act, and of the District Fund and Harbour Fund, and to make provision with respect to the form or transfer of mortgages, and for the appointment of a receiver in certain cases, and to provide for the application of moneys raised or authorized to be raised to the purposes of the Act.

35. It is also intended to give the trustees special powers to enter into contracts for all or any of the purposes of the intended Act, and to insert in the intended Act all such other powers and provisions as may be deemed necessary for the good government of the district.

36. It is also intended to confer upon individual trustees personal capacity to enter into and make contracts with the trustees, in their corporate character, for the sale or purchase of any goods, articles, wares, or merchandize without being subject or liable to any fine or penalty in respect of such contracts.

37. It is also intended by the Act to extend and define the limits of the Chapelry of Maryport, in the county of Cumberland for certain ecclesiastical purposes, and, if need be, to form the same into an ecclesiastical district, and to authorize the celebration of marriages, within such chapelry or district, at Saint Mary's Chapel, in the town of Maryport, and to confirm all marriages celebrated at or in the said Chapel up to the time of the passing of the Act.

38. And notice is hereby further given that on or before the 30th day of November, 1865, plans and sections describing the situations, lines, and levels of the proposed works, and the lands, houses, and property which may be taken for the purposes of the Act, with a book of reference to such plans, containing the names of the owners or

reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, a copy of this notice as published in the London Gazette, will be deposited for publication to the clerk of the peace for the county of Glamorgan at his office at the County Hall, Cardiff, and on or before the 30th day of November, so much of the said plans, sections, and books of reference as may relate to any parish in which any portion of the proposed works are intended to be made, maintained, varied, extended or enlarged, or in which any such lands, houses, and property are situate, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his place of abode.

And notice is also given, that on or before the 23rd day of December, 1865, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this ninth day of November, 1865.
 J. W. Newall, Parliamentary Agent, 44, Parliament Street, Westminster.
 Barristers at Law.

(Alteration of Railway, Increase of Capital, Amendment of Act.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the Barry Railway Company, hereinafter called "The Company" for an Act for the following purposes, or some of them:—

To authorise the Company to abandon the construction of the railway described in "The Barry Railway Act, 1865," as No. 1, according to the plans and sections thereof referred to in that Act, and to construct in lieu thereof a railway connecting in the parish of Peterston-super-Ely, in the county of Glamorgan, by a junction with the South Wales Railway of the Great Western Railway Company, at a point thereon eighty yards or thereabouts eastwards of the booking office at the Peterston station of that railway, and terminating in the parish of Merthyrdoan, in the county of Glamorgan, in a field there lying between the road leading from Barry Farm House to Holton and the sea-shore, and about five hundred yards eastward of the said farm house, which intended railway will be made to and pass from in through or into the several parishes, townships, hamlets, and extra-parochial or other places following, that is to say:—Peterston-super-Ely, St. Nicholas, St. George's, St. Fagan's, Michaelston-super-Ely, Caerau, Wenvoe, St. Andrew's, Cadoxton-juxta-Barry, Merthyrdoan, and Holton, or some of them, all in the county of Glamorgan.

To authorise the Company to purchase, by compulsion or agreement, all lands, houses, or other property required for the purposes of the intended Act.

To vary and extinguish all existing rights and privileges connected with any lands, houses, and property proposed to be purchased for the purposes of the intended Act, or 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, and diverting, whether temporarily or permanently, of all turnpike roads, highways, tramways, canals, streams, and rivers, within or

adjoining, to the aforesaid parishes, townships, and places, which may be necessary to cross, stop-up, alter, or divert in execution of the purposes of the intended Act.

To authorise the Company to levy tolls, rates, and duties for or in respect of the intended railway and works, and to grant exemptions from the payment of such tolls, rates, or duties.

To authorise the Company to raise a further sum of money for all or any of the purposes of the intended Act, by the creation of new shares and by borrowing, or by either of such means.

And it is also proposed by the intended Act to extend and apply to the intended railway all or some of the powers and provisions of "The Barry Railway Act, 1865," and otherwise to amend, extend, and enlarge, or to repeal, some of the powers and provisions of that Act.

And notice is hereby also given, that on or before the 30th day of November instant, a published map and plans and sections, describing the lines and levels of the proposed railway and works, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the clerk of the peace for the county of Glamorgan at his office in Cardiff, and that a copy of the said plans, sections, and book of reference, or so much thereof as relates to each parish in or through which the intended railway and works will 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 as regards any extra-parochial place (if any) with the parish clerk of some adjoining parish 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 3rd day of November, 1865.
 Edward Reiddish, 27, Great James-street, Bedford-row, W.C., and 12, Abingdon-street, Westminster, S.W., Solicitor for the Bill.
 Price, Sherwood, Venables, and Grubbe, 7, Great George-street, Westminster, S.W. Parliamentary Agents.

Saint Luke's (King's Cross) Church Fund.
 Provisions with reference to certain Moneys payable under section 83 of "The Midland Railway (Extension to London) Act, 1863."

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter and amend the 83rd section of "The Midland Railway (Extension to London) Act, 1863," in reference to the payment and application of certain sums therein mentioned which the Midland Railway Company are thereby required to pay in respect of the taking by them of the Church of the new parish of St. Luke, King's Cross, situate in the Euston-road, in the parish of St. Pancras, in the county of Middlesex; and to provide for the application of the said moneys, or any portion thereof, together with any interest accruing thereon, in the purchase of an appropriate site for, and the erection and fitting up of a church in some lawfully formed ecclesiastical district within the said parish of Saint Pancras, and towards providing a parsonage house or schools, or both, to be attached to the said church; or towards such other purposes as shall be prescribed by the intended Act, and the application of any part of the interest arising from the said sums of money, or

parts thereof, in the payment of any liabilities incurred in the erection and fitting up of the said existing church of Saint Luke, and in payments to the Incumbent of the said parish of Saint Luke, as and by way of compensation for any loss which he may have sustained in consequence of the said Railway Act.

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

Dated this 16th day of November, 1865.

Scadding and Son, Solicitors for the Bill.

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

In Parliament.

Barry Railway. (Penarth and Cardiff Extension.)

(New Lines to Penarth and South Wales Railways; Increase of Capital; Narrow Gauge upon portion of South Wales Railway; Running Powers over portions of Railways of Great Western and Penarth Harbour Dock and Railway Companies; Agreements with those Companies and Taff Vale Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for an Act for enabling the Barry Railway Company to make and maintain the following railways, or either of them, with all proper and necessary works, stations, conveniences, embankments, and approaches connected therewith or incident thereto, respectively (that is to say):—

No. 1.—A railway commencing in the parish of Cadoxton-juxta-Barry, in the county of Glamorgan, by a junction with the railway authorised by "The Barry Railway Act, 1865," in or near a field numbered upon the plans referred to in that Act 11, in the parish of Cadoxton-juxta-Barry, and terminating in the parish of Llan-dough, in the county of Glamorgan, by a junction with the railway constructed by the Penarth Harbour Dock and Railway Company (herein after called respectively "The Penarth Railway" and "The Penarth Company"), at a point thereon 350 yards or thereabouts southward of the iron girder bridge over the Penarth railway, near Mr. Corbett's house.

No. 2.—A railway commencing in the parish of Llandaff, in the county of Glamorgan, by a junction with the Penarth Railway, at a point thereon 400 yards or thereabouts northward from the bridge, carrying the Penarth railway over the road from Cardiff to Penarth, lately made by the Penarth Company, and terminating in the same parish of Llandaff, by a junction with the said South Wales Railway, at a point thereon 320 yards or thereabouts westward from the centre of the viaduct carrying the South Wales Railway over the River Taff; which said railways and works will be made in and pass from, through, or into the several parishes, townships, hamlets, extra-parochial and other places following (that is to say):—Cadoxton-juxta-Barry, St. Andrew's, Dinas Powis, Cogan, Llan-dough, Llandaff, and St. Mary, Cardiff, or some of them, all in the county of Glamorgan.

And it is further proposed by such intended Act to authorise the purchase of lands, and houses, by compulsion or agreement, for the purposes of the said intended railways and works, or some of them, and to vary, repeal, or extinguish all existing rights or privileges in any

manner connected with the lands and houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railways and works, or any or either of them, and to confer other rights and privileges.

And it is also proposed by the said intended Act to authorise the breaking up, crossing, alteration, diversion, or stopping up, either permanently or temporarily, as the case may require, of all railways, highways, streets, ways, turnpike and other roads, footpaths, tramways, reservoirs, goits, canals, aqueducts, towing paths, bridges, streams, rivers, watercourses, sewers, pipes, and drains, either within or adjoining or near to the aforesaid parishes, townships, and extra-parochial or other places or any of them, with which it may be necessary to interfere, in the construction and use, or otherwise, for the purposes of the said intended railways or works, or either or any of them.

And it is also proposed by the said intended Act to authorise the levying of tolls, rates, and charges for and in respect of the said intended railways and works, or either of them, and to grant exemptions from the payment of such tolls, rates, and charges.

And it is further proposed by such intended Act to enable the Company to raise additional money by the creation of shares in their undertaking, and by borrowing.

And it is also proposed by such intended Act to enable the Company, and any other company or person lawfully using the railway of the Company, to run over and use, with engines, carriages, and waggons, so much of the Penarth Railway as lies between the proposed junction therewith of the intended railway, No. 1, and the proposed junction therewith of the intended railway, No. 2, and also so much of the said South Wales Railway as lies between the proposed junction therewith of the intended railway, No. 2, and the junction at Cardiff between the said South Wales Railway and the Taff Vale Railway. And also to use the Cardiff station of the South Wales Railway, and all other stations, sidings, watering places, works, and conveniences upon or connected with the portions of railways before described, upon payment of such tolls, rates, and charges, and upon such other terms and conditions as, failing agreement, may be settled and determined under the provisions of the intended Act. And also to enable the Company, and each of the Great Western Railway Company and the Penarth Company, or their lessees, to enter into agreements for and with respect to the use of the said portions of railways respectively.

And it is also proposed by the said intended Act to enable the Company to lay down upon the before-mentioned portion of the South Wales Railway, or any part thereof (including the Cardiff station and the sidings connected therewith), additional rails, for the purpose of adapting the said portion of railway to the conveyance thereon of traffic upon the narrow gauge, and to enable the Company and the Great Western Railway Company to make and carry into effect, agreements with respect to the laying of such additional rails, and the use thereof, and the defraying of the cost thereof.

And it is also proposed by the said intended Act to enable the Company, on the one hand, and each of the Great Western Railway Company, the Taff Vale Railway Company, and the Penarth Company, or their lessees, on the other hand, to make and carry into effect agreements and contracts with respect to the working, maintenance, and management of the railways from time to time belonging to the Company, or any part or

parts thereof, and with respect to the booking, forwarding, delivery, and interchange of traffic between and beyond the railways of the respective Companies; and with respect to the division and apportionment of the tolls, charges, and profits arising in respect of such traffic.

And it is also proposed by the said intended Act to alter, amend, extend, enlarge, or repeal all or some of the provisions of the following Acts, or some of them (that is to say):—“The Barry Railway Act, 1865;” “The Local and Personal Act, 5 and 6 Will. 4th, cap. 107;” “The South Wales Railway Consolidation Act, 1855;” “The Great Western Railway (West Midland Amalgamation) Act, 1863;” “The Great Western Railway (South Wales Amalgamation) Act, 1863;” and all other Acts relating to the Great Western Railway Company; also the Local and Personal Act of 6th and 7th Will. 4th, cap. 82, and all other Acts relating to the Taff Vale Railway Company; also “The Ely Tidal Harbour and Railway Act, 1856;” “The Penarth Harbour Dock and Railway Act, 1857;” and all other Acts relating to the Penarth Company.

And notice is hereby given, that plans and sections of the said intended railway or railways and works, and a book of reference thereto, together with a published map, showing the general course and direction of the said proposed railway or railways, and also a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, in or through which the said intended railway or railways and works are proposed to be made, and also a copy of the said Gazette notice will be deposited on or before the 30th day of November instant with the parish clerk of each such parish, at his residence; and as regards any extra-parochial place (if any), with the parish clerk of some adjoining parish, at his residence.

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

Dated this 13th day of November, 1865.

Edward Reddish, 27, Great James Street, Bedford Row, London, W.C., and 12, Abingdon Street, Westminster, S.W., Solicitor for the Bill.

Pritt, Sherwood, Venables, and Grubbe, 7, Great George Street, Westminster, S.W., Parliamentary Agents.

In Parliament.

Barry Harbour.

(Conversion of part of the Estuary of Barry Island into a Tidal Harbour; Embankment, Cut and other Works; Harbour Regulations; Incorporation of Company, or Appointment of Commissioners; Contribution by and Agreements with Barry Railway Company; Amendment of Act.)

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

To authorise and provide for the acquiring, improving, dredging, lighting, buoying, converting, preserving and maintaining as and for the

purposes of a tidal harbour, so much of the tidal lands, estuary, or channel, and of the waters thereof lying and flowing between Barry Island, in the county of Glamorgan, and the mainland of that county, as will lie or be situate northwards of an imaginary right line drawn from ordinary high water mark, at Coldknapp Point on the mainland of Glamorganshire, west of Barry Island, to a point at ordinary high water mark, upon the mainland, in the parish of Sully, east of Barry Island, 1,000 yards or thereabouts southwards of the sluice gates in or on the river Sully, where that river enters the said estuary.

And to authorise the formation or construction and maintenance within the said intended tidal harbour (hereinafter called “The Harbour”), of the following works, or some of them, or some part or parts thereof (that is to say):—

1. A breakwater commencing in the parish of Sully, at or near ordinary high water mark, on the westernmost point of Barry Island, and nearly opposite to the coastguard station at Coldknapp, in the said county, and extending in a westerly direction into the estuary, for a distance of 200 yards, or thereabouts.
2. A cut commencing at a point in the said estuary, nearly opposite to the coastguard station before mentioned, and terminating at a point in the said estuary near the channel or bed of the brook which divides the parishes of Merthyr Dovan and Cadoxton Juxta Barry.
3. An embankment, commencing at a point at ordinary high water mark, on the shore of the mainland aforesaid, 400 yards or thereabouts eastward of the house known as Barry Farm House, and extending along the shore in an easterly direction for a distance of 600 yards, or thereabouts.

Which said intended works will be situated within or pass in, from, through, or into the several parishes, extra-parochial and other places following, or some of them (that is to say):—Sully, Cadoxton Juxta Barry, Merthyr Dovan, Holton, Barry, East Barry, and Barry Island, all in the county of Glamorgan.

And provision will also be made in the said intended Act for the construction, erection, maintenance, and repair of all necessary and proper stations, sidings, shipping places, wharfs, staiths, jetties, landing places, timber gearing, cranes, drops, approaches, dolphins, guide piles, buoys, lights, beacons, moorings, mooring posts, and other works and conveniences in connection with and for the better use and occupation of the said intended harbour and works, and of the entrance thereto.

And it is also proposed by the said intended Act to take power to alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, cuts, canals, locks, streams, rivers, drains and embankments within or adjoining to the aforesaid parishes, and other places, or any of them, and which it may be necessary in any way to interfere with in carrying the said intended Act into execution.

And it is also proposed by the said intended Act to take powers to purchase lands, houses, and hereditaments, by compulsion or agreement, for the purposes of the said intended Act or any of them, and to vary, repeal, or extinguish all rights and privileges in any manner connected with the lands, houses, or hereditaments proposed to be purchased or taken, or which would in any manner impede or interfere with the objects of the said intended Act, or any of them, and to confer other rights and privileges.

And it is proposed by the said intended Act to take powers to levy tolls, rates, dues,

duties, rents and charges, and to demand other payments for and in respect of the use of the said intended harbour and other works, and the conveniences and accommodation connected therewith; and to alter existing tolls, rates and duties, and to grant exemptions from the payment of tolls, rates and duties; and also to provide for the appointment of a harbour master, and for the making and enforcing of bye laws, rules and regulations for the management, use, and safety of the said intended harbour, works, conveniences and accommodation, and with reference to the navigation, anchorage, and mooring of vessels in the said harbour and adjacent thereto.

And it is also proposed by the said intended Act to authorise the purchase, building, hire, maintenance, use and working of steam tugs or other power for the better navigation of the harbour, and for the accommodation of vessels frequenting the same, and to make, demand, and recover rates and charges in respect thereof.

And it is also proposed by the said intended Act either to incorporate a Company for the carrying into execution the objects thereof, or to constitute a body of commissioners or trustees for the same purpose.

And it is also proposed by the said intended Act to authorise the Barry Railway Company to contribute funds towards the construction, use, and maintenance of the said intended harbour and other works, or some of them, and to take and hold shares in and subscribe for or towards the intended undertaking or part thereof, and to raise capital either by borrowing on mortgage or bond, or by the creation of new shares, either with or without a preference or priority in payment of dividends or interest, or to apply capital now in their possession or control for the purpose or purposes aforesaid, or any or either of them.

And it is also proposed by the intended Act to enable the Company, or the trustees or commissioners, as the case may be, on the one hand, and the Barry Railway Company and any Company or person lawfully using and working over their railway or railways on the other hand, to make and enter into arrangements and agreements for and with respect to the collection, delivery, forwarding, and interchange of goods and traffic of every description, and the appropriation and division of the cost thereof, and of the charges and receipts arising therefrom.

And it is also proposed by the said intended Act to alter or amend all or some of the powers and provisions of "The Barry Railway Act, 1865."

And notice is hereby given, that maps, plan, and sections of the said intended works, and a plan describing the lands proposed to be purchased, together with a book of reference to such plan, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November, 1865, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff, in the said county, and that a copy of so much of the said plan, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said intended works are proposed to be made, together with a copy of this notice, published as aforesaid, will be deposited as follows (that is to say): in the case of parishes, with the parish clerk of each such parish, at his residence, and in case of an extra-parochial place (if any), with the parish clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby further given, that on or before the 23rd day of December, 1865, printed copies of the intended Act will be deposited

in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1865.

Edward Reddish, 27, Great James-street, Bedford-row, London, W.C., and 12, Abingdon-street, Westminster, S.W., Solicitor for the Bill.

Pritt, Sherwood, Venables, and Grubbe, 7, Great George-street, Westminster, S.W., Parliamentary Agents.

Greenwich and Woolwich Turnpike Lower Road. (Continuation of Term, Repeal, or Amendment of Act; Levying, Collecting, Increasing, and Varying of Tolls, Rates, or Duties; Liquidation of Mortgage, and other Debts.)

NOTICE is hereby given that application is intended to be made to Parliament, by or on behalf of the trustees of the Greenwich and Woolwich Turnpike Lower Road, in the ensuing session, for leave to bring in a Bill for the following purposes, or some of them, that is to say:—

1. To alter, amend, vary, continue, and enlarge all or some of the powers and provisions of an Act of Parliament passed in the 5th year of the reign of King George the 4th, cap. 56 (Local), intituled "An Act for Repairing the Lower Road from Greenwich to Woolwich, in the county of Kent," or to repeal the said Act wholly or in part, and to grant further, better, and more effectual powers instead thereof, and to continue and extend the term granted by the said Act for the exercise of the powers therein specified, and to make further provisions with reference to the said road.

2. To alter, amend, and vary the following Acts, that is to say, The General Turnpike Acts, 3rd George 4th, cap. 126; 4 George 4th, cap. 95; and 5 George 4th, cap. 69. The 18th and 19th Victoria, cap. 120, for the better Local Management of the Metropolis. The Highway Acts and the Annual Turnpike Acts Continuance Acts, 1864 and 1865.

3. To continue the term for the management of the said road; to levy and collect tolls, rates, or duties upon the said road; to alter, increase, or vary the existing tolls, rates, or duties authorised by the said Act to be taken, or which can now be collected upon the said road; to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties; to alter and regulate the application and expenditure of the moneys arising from such tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

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

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

Dated this 12th day of November, 1865.

Chas. Augn. Smith and Son, Solicitors, Crooms-hill, Greenwich, Kent.

Carlisle Waterworks.
 (Incorporation of Company in New Works and
 Extension of
 Limits for supply of Water-power to raise
 additional Capital; Sale or lease of the Local
 Board of Health of the City and other pur-
 poses.)

NOTICE is hereby given, that The Carlisle
 Joint Stock Water Works Company intends
 to apply to Parliament in the ensuing Session for
 an Act hereinafter referred to as the Act, to
 effect the following objects, or some of them:
 To alter, amend, or annul the Deed of Settlement
 under which said Company (hereinafter called the
 "Existing Company") is now constituted, bearing
 date the 17th day of July 1846, and to dissolve
 that Company and to incorporate the shareholders
 therein under the same or a different name, and to
 vest in the Company to be incorporated by the
 intended Act hereinafter called the Company,
 the whole of the real and personal estate prop-
 erty, rights, and powers vested in or possessed
 or exercised by the Existing Company, or any
 person as trustee on their behalf, and to enable
 the Company to hold, maintain, possess, and
 exercise the same, to confer upon the Company
 all or some of the powers contained in the Com-
 panies Clauses Consolidation Act, 1845, and the
 Companies Clauses Act, 1863, the Lands
 Clauses Consolidation Act, 1845, and the Lands
 Clauses Consolidation Act Amendment Act, 1860,
 "The Waterworks Clauses Act, 1847, and the
 Waterworks Clauses Act, 1863, altered, extended,
 or applied as may be necessary, and all such other
 powers as will the better enable the Company to
 carry out the purposes for which the Existing
 Company was established and the purposes of the
 Act, to confer upon the Company the power
 to supply water for domestic, manufacturing, and
 public purposes, within such parts of the several
 parishes of Saint Cuthbert, Carlisle, and Saint
 Mary, Carlisle, as are within the municipal
 boundary of the City of Carlisle, and the extra-
 muros places of the cathedral precinct, within
 the same city, and also of the several townships of
 Stanwix, Enderby, and Rickerby, in the parish of
 Saint Mary, Carlisle, and the several townships of
 Hingaby, Carleton, and Upperby, in the parish of
 Saint Cuthbert, Carlisle, aforesaid, and the several
 townships of Caldbeck and Cumbresdale, in the
 parish of Saint Mary, Carlisle, aforesaid, and it is
 intended by the said Act to take power to abstract,
 impound, collect, store, appropriate, and use the
 waters of the River Eder, which waters generally
 flow into the Solway Firth.

And for the purpose of affording such supply of
 water as aforesaid, to take power to be by the
 intended Act to authorize the maintenance of the
 water works already constructed by the Company,
 and the construction and maintenance of certain
 other works, with proper embankments, engines,
 pumps, sluices, drains, and conveniences in con-
 nection therewith, all in the county of Cumberland

(a) The existing officiated water conduit or con-
 duct with the tanks and works belonging
 thereto, commencing at its out of the River
 of Eden at the east side thereof, at a point 87 1/2
 yards or thereabouts, north of the mouth of
 the River Lettorth, where it joins the said
 River Eden, and extending southward and
 to the bed of eastern foreshore of the said River
 Eden, to a point 90 yards or thereabouts
 north of the mouth of the said River Lett-
 orth, thence into and through certain land
 called the Stoney Holme, in the township of
 Rickerby, in the parish of Stanwix, and the

parish of Rickerby, in the township of
 Stanwix, within the municipal boundary of the
 City of Carlisle, and terminating in the
 present pump well (belonging to the Existing
 Company) in the Stoney Holme aforesaid, all
 of which works will be situated within the said
 townships of Rickerby and Rickerby, and
 parishes of Stanwix and Saint Mary, Carlisle.
 (b) Certain intended aqueducts or conduits,
 commencing at or out of the River Eden at
 a point 1140 yards or thereabouts, north of the
 mouth of the River Lettorth, where it joins
 the River Eden, and extending southward
 through certain land called Stoney Holme, in
 the township of Rickerby, in the parish of
 Stanwix, and in the township of Rickerby,
 and parish of Saint Mary, Carlisle, aforesaid, and
 terminating in the present pump well of the
 Existing Company in the Stoney Holme aforesaid.

(c) Certain intended reservoirs and filter beds,
 with engines, pumps, tanks, and other appur-
 tenances and conveniences connected therewith,
 with adjoining or near to the north side of
 the aforesaid existing pumping engine in the
 Stoney Holme, in the said township of Ricker-
 by and parish of Saint Mary, Carlisle.
 (d) The diversion of a portion of the River
 of Lettorth commencing at the parish boundary
 between the parishes of Stanwix and Saint Mary,
 in Carlisle, at a point on that river 2750 yards
 or thereabouts from the mouth thereof at the
 junction with the River Eden, and passing
 into the parish of Stanwix and township of
 Rickerby through land to the north and north-
 west of the present channel of the River Lettorth,
 and terminating at a point on that river 90
 yards or thereabouts from the said river
 mouth, at the said parish boundary, and
 of which works will be within the township of
 Rickerby and parish of Saint Mary, Carlisle,
 and the township of Rickerby and parish of Saint
 Mary, Carlisle.

(e) An intended aqueduct, conduit, pipe, and
 other works commencing at the aforesaid
 existing pumping engine at Stoney Holme,
 and terminating by a junction with the
 reservoir next therein after described, the said
 aqueduct, conduit, pipe, and works will be
 situated in or passing from the township of
 the township of Rickerby, in the parish of
 Saint Mary, Carlisle, and the township of
 Rickerby and parish of Saint Mary, Carlisle,
 and the township of Rickerby and parish of Saint
 Mary, Carlisle, aforesaid, and it is intended
 by the said Act to take power to abstract,
 impound, collect, store, appropriate, and use the
 waters of the River Eder, which waters generally
 flow into the Solway Firth.

(f) An intended reservoir at the termination
 of the aforesaid described line of aqueduct or
 conduit, pipe, or pipe, in the township of
 Stanwix, in the parish of Saint Mary, Carlisle,
 and the township of Rickerby and parish of Saint
 Mary, Carlisle, aforesaid, and it is intended
 by the said Act to take power to abstract,
 impound, collect, store, appropriate, and use the
 waters of the River Eder, which waters generally
 flow into the Solway Firth.

(g) An existing aqueduct or conduit pipe com-
 mencing by a junction with the aqueduct
 already described under section (d) at a point
 on the bridge of the London Road, where it
 crosses the North Eastern Railway, and
 terminating in the eastern angle of the
 existing reservoir of the Company on Gallow
 Hill, next hereinafter described, the said
 aqueduct or conduit pipe being situated in
 the township of Rickerby and parish of Saint
 Mary, Carlisle, aforesaid, and the township of
 Rickerby and parish of Saint Mary, Carlisle,
 aforesaid, and it is intended by the said Act
 to take power to abstract, impound, collect, store,
 appropriate, and use the waters of the River
 Eder, which waters generally flow into the
 Solway Firth.

said, together with the tanks, inlet and outlet pipes, mains, drains, and all other appurtenances and conveniences belonging thereto.

- (j) An intended aqueduct or conduit pipe commencing by a junction with the aqueduct already described under Section (e), at a point on the bridge on the London Road where it crosses the North Eastern Railway, and terminating by a junction with the said existing reservoir on Gallow Hill aforesaid, at the north side thereof, the said line of aqueduct or conduit pipe being situated in the township of Botchergate, in the parish of St. Cuthbert Carlisle aforesaid.
- (k) An aqueduct or conduit pipe commencing from the said intended reservoir described in Section (j), and terminating at the eastern end of Etterby Street, in Stanwix, the said aqueduct or conduit pipe being situated in, or passing from, through, or into the townships of Harraby, Botchergate, and English-street, in the parish of St. Cuthbert Carlisle, the townships of Scotch-street and Rickergate, in the parish of St. Mary Carlisle, and the township of Stanwix and parish of Stanwix aforesaid.
- (l) Such and so many conduits, pipes, or other works, in conjunction with or diverging from the lines of aqueduct hereinbefore described, and passing thence from, in, through, or into such part or parts of the several parishes, townships, extra-parochial, or other places hereinbefore mentioned, or some of them, as may be requisite for the purpose of supplying water to the same, or any of them.

And it is intended to take power to break up, stop up, and alter temporarily or permanently all streets, turnpike, and other roadways, railways, tramways, aqueducts, bridges, streams, and rivers within the aforesaid municipal boundary, parishes, townships, and extra-parochial and other places, or any of them, for the purposes of the Act. And it is also proposed by the Act to enable the Company to purchase or take by compulsion lands, waters, houses, and other hereditaments for the purposes of the Act, and to levy and receive rates, rents, and remunerations in respect of the supply of water and other services rendered by them, and to alter or vary the existing rates, rents, and remunerations now authorized to be levied or received by the existing Company. And also to vary or extinguish exemptions from the payment of rates, rents, and remunerations, and other rights and privileges.

And it is also intended by the Act to enable the Company to raise a further sum of money for the purposes of the Act, and to increase the capital authorized by the said deed of settlement, by the creation of new shares or stock, either ordinary or with such preferences, privileges, and advantages, and upon such terms and conditions as may be determined by the Company or the directors thereof, or as may be authorized by the proposed Act, or by mortgage, bond, or other means, and to alter (if need be) the amount and denomination of the existing shares in the Company and the rights of the present shareholders; and to capitalize (if deemed expedient) for the benefit of shareholders, moneys expended by the Company out of revenue.

And further, it is intended to authorize the Company to sell or lease their undertaking, works, lands, premises, real and personal estate and effects, powers, and privileges to the mayor, aldermen, and citizens of the city of Carlisle, as the

Local Board of Health for the district of Carlisle (hereinafter called "the Local Board"); and to authorize the local board to accept such sale or lease; and to appropriate for those purposes (including the extension of the waterworks) any funds for the time being under their control; and to raise such money for those purposes (inclusive as aforesaid) by mortgage of the undertaking and other property so transferred, or of any rates or rents for the time being authorized to be levied or received by the local board, or of any real or personal property for the time being vested in the local board, or any of them; and to authorize the local board to grant to the shareholders of the Company, rent charges, or annuities, redeemable or irredeemable, as may be deemed expedient, and secured in like manner as any such mortgage is hereinbefore authorized to be secured as the consideration for the purchase of the undertaking and other property of the Company, or (in case of a lease of the undertaking of the Company) to secure the rent or rents, or other consideration for the same, in like manner as any such mortgage is hereinbefore authorized to be secured, with such powers and remedies for obtaining payment by the Company as may be deemed expedient, and to authorize the local board to levy and receive rates, rents and remunerations in respect of the supply of water within the limits of the Company as defined by the Act, and to alter existing rates, rents and remunerations, and to confer, vary or extinguish exemptions from rates, rents and remunerations, and other rights and privileges, and to confirm, if need be, any agreement which has been or may be entered into between the Company and the local board in reference to the objects and purposes aforesaid, and to make provision for the winding up of the affairs of the Company and their dissolution; and for the purposes of the Act it is intended, if need be, to alter, amend and extend or to repeal all or some of the powers and provisions of the several Acts following, that is to say, "The Public Health Act, 1848," "The Public Health Supplemental Act, 1850 (No. 3)," The Local Government Acts, 1858, 1861 and 1863, the local and personal Acts, 44 Geo. 3 cap. 58; 59 Geo. 3 cap. 40, 7 and 8 Geo. 4 cap. 86, 13 and 14 Vic. cap. 19, and all other Acts in those Acts referred to or relating to the local board.

And notice is hereby further given, that plans and sections in duplicate, showing the line, situation, and levels of the existing and proposed works, and the lands in or through which the same are made, or are intended to be made and maintained, 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 all lands and houses intended to be, or which may be taken or used for the purposes of the Act; and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the county of Cumberland, at his office, in Carlisle, in the said county, and a copy of so much of the said plans, sections, and book of reference respectively as may relate to any parish in or through which the said works are proposed to be made, maintained, varied, extended or enlarged, and also a copy of this notice as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November instant, with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his place of abode.

Printed copies of the Act will be deposited in

The Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 7th day of November, 1865.

R. H. and J. G. Mounsey, Solicitors to the Company, Carlisle.

L. Newall, 44, Parliament-street, London, Parliamentary Agent.

Maryport and Carlisle Railway.

Branch Railways to proposed Harbour Works at Maryport; laying down rails on such Harbour Works, and on a new road and viaduct to be connected therewith, and power to run over such rails, and provide accommodations; to raise further monies; repeal of 22nd section of The Maryport and Carlisle Railway Act, 1865, and agreement therein referred to; running powers over the Cockermouth and Workington, the Whitehaven Junction, the Whitehaven, Cleator and Egremont, the Whitehaven and Furness Junction, and the Cockermouth, Keswick and Penrith Railways; compulsory traffic facilities affecting those railways; amendment of the Acts of the Company, and those relating to the said other railways.

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

1. To enable the Maryport and Carlisle Railway Company (hereinafter called "the Company") to make and maintain railways, with all proper works and conveniences connected therewith, in the county of Cumberland; to wit, a Railway (No. 1) commencing in the township of Birkby, in the parish of Cross Canonby, by a junction with the main line of the Maryport and Carlisle Railway, at or near a point 330 yards or thereabouts east of the No. 1 mile post on that main line, and thence extending in, through, or into the said township and parish, the townships of Netherhall and Maryport, or one of them, in the said parish, and the foreshore of the sea in the last-mentioned townships and parish, or one of them, and the township of Dearham, in the parish of Dearham, and terminating on the foreshore of the sea by a junction with a certain viaduct in connection with certain dock and other works proposed to be constructed by the Trustees of the Harbour of Maryport, at or near a point 660 yards or thereabouts to the north-west of the "Tan Yard," in the said township of Netherhall and parish of Cross Canonby, in the occupation of John Mark.

2. A Railway (No. 2) commencing in the township of Netherhall, in the parish of Cross Canonby, by a junction with the proposed Railway (No. 1), at or near a point 310 yards or thereabouts north-east of the said "Tan Yard," and thence extending in, through, or into the townships of Netherhall and Maryport, or one of them, in the parish of Cross Canonby, and terminating at or upon a piece of unenclosed ground belonging to Joseph Pocklington Senhouse, Esquire, and Elizabeth Pocklington Senhouse, his wife, abutting upon the wall bounding the north-east side of the yard, enclosing a stable, shed, and other buildings belonging to the said Joseph Pocklington Senhouse and Elizabeth Pocklington Senhouse, his wife, and in the occupation of the trustees of the harbour and township of Maryport, and which yard is situate near to the north-east end of the north-west side of King-street, in the town of Maryport.

3. And the Company will seek power to lay down and maintain rails upon a new road and viaduct or on some part thereof, proposed to be con-

structed by the trustees for improving the harbour and township of Maryport, for forming a communication between the town of Maryport and a new dock and basin and quay walls proposed to be constructed by those trustees on the north-east side of the town and harbour of Maryport, and also to lay down and maintain rails upon the quay walls of such new dock and basin, or some parts thereof, and to run over, work, and use with their own engines and carriages of every description the rails so laid down, and to provide and maintain on such road, viaduct and quays all such station accommodation, engines, buildings, warehouses, sheds, drops, hurries, cranes, machinery, and things as they see fit.

4. To authorize the Company to purchase by compulsion lands, houses, waters, and other property and rights, liberties, easements and privileges, in and over lands, houses, waters and other property, and to vary or extinguish all rights and privileges which would interfere with the proposed undertaking, and to cross, alter, divert, or stop up, either temporarily or permanently, all such turnpike roads, highways, bridges, canals, rivers, streams, waters, water-courses, railways and tram-roads within the several parishes and townships aforesaid, or any of them, as it may be necessary or expedient to cross, alter, divert, or stop up for the purposes of the proposed works or other the objects of the Act, and to deviate in the construction of the proposed works from the lines and levels thereof, as shown on the plans and sections hereinafter mentioned, to such extent as shall be defined on the same or as may be authorized by the Act.

5. To authorize the Company to levy other and additional tolls, rates, and duties; and to alter or vary, if need be, for the purposes of the Act, the tolls, rates, and duties authorized to be received and levied by the Company and by the Cockermouth and Workington Railway Company, and by the Cockermouth, Keswick, and Penrith Railway Company, and by the Whitehaven Junction Railway Company, and by the Whitehaven, Cleator, and Egremont Railway Company, and by the Whitehaven and Furness Junction Railway Company, respectively; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties, and other rights and privileges.

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

7. To alter, amend, or repeal, wholly or partially, all or any of the provisions of an agreement of the 24th day of September, 1864, between the Company and the Cockermouth and Workington Railway Company, and which agreement is scheduled to "The Maryport and Carlisle Railway Act, 1865," and is confirmed by the 22nd section thereof, and to repeal (if need be) that clause, and to make the alteration, amendment, or repeal, either absolutely on or at any time after the passing of the Act, or contingently on the happening of all or any of the following events, to wit:—The making of any agreement, or the giving of notice of an application to Parliament, or the obtaining of Parliamentary powers for or in any manner relating to the amalgamation, lease, sale, or transfer to, or the working or user by, any railway company other than the Company, of all or

any part of the railways or undertaking of the Cocker-mouth and Workington Railway Company.

8. To empower the Company and any other Company or person lawfully using the Maryport and Carlisle Railway at all times after the passing of the Act to run over, work and use with their engines, carriages, waggons, and trucks, and their officers and servants, or with the engines, carriages, waggons and trucks, and the officers and servants of any other Company or person, and for all purposes, all or any part or parts of the railways, branches, tramways, quays, wharfs, offices, junctions, sidings, stations, roads, platforms, water, watering places, machinery, works and conveniences of the Cocker-mouth and Workington Railway Company, the Whitehaven Junction Railway Company, and the Whitehaven, Cleator and Egremont Railway Company, and the following portions of the railways, branches, and such other works and conveniences, as aforesaid, of the Whitehaven and Furness Junction Railway Company, and of the Cocker-mouth, Keswick, and Penrith Railway Company, to wit, those of the Whitehaven and Furness Junction Railway Company at the junction of that Railway with the Whitehaven Junction Railway near the Branstey station of the Whitehaven Junction Railway Company in the town of Whitehaven, and at the junction of the Whitehaven and Furness Junction Railway with the Whitehaven, Cleator, and Egremont Railway at Mirehouse, near the town of Whitehaven, and between those junctions respectively; and also those of the Whitehaven and Furness Junction Railway Company at Preston-street Station, in or near the town of Whitehaven, and on or connected with the Preston-street branch of that railway to its junction with the main line, and those of the Cocker-mouth, Keswick and Penrith Railway Company, (whether owned solely by them or jointly with the Cocker-mouth and Workington, or any other railway company) at or near the town of Cocker-mouth and at the junction of the Cocker-mouth, Keswick and Penrith Railway with the Cocker-mouth and Workington Railway, and between those points respectively, and to compel the Cocker-mouth and Workington Railway Company; the Whitehaven Junction Railway Company; the Whitehaven, Cleator, and Egremont Railway Company; the Whitehaven and Furness Junction Railway Company; and the Cocker-mouth, Keswick, and Penrith Railway Company (hereinafter referred to as "the five Companies") or some or one of them, at all times after the passing of the Act, to book through from all stations and places on their respective systems of railway and to forward with due diligence passengers, goods, minerals, animals, and other traffic to and over the undertaking of the Company, and to provide that the Company shall for the purposes of all traffic whatever, whether passengers, goods, minerals, animals, or other things, from time to time and at all times hereafter have the right to book and invoice through from any station or place on their railway to any station or place on the railways of the five Companies or any of them, and that those five Companies shall for and in respect of all traffic of the Company, at all times afford to and for the Company all needful accommodations, facilities, and conveniences at and over the railways of the five Companies, or any of them, or any part thereof, and at the stations, works and conveniences thereon by the trains of the five Companies, or any of them, and by through booking and invoicing, through rates, and so far as reasonably may be through waggons, trucks, and carriages, and that they shall at all times, and in all respects, conduct, forward, and carry on and accommodate all such traffic on

equal terms with and as well as if it were, their own proper traffic, and to provide for the fixing by the Maryport and Carlisle Railway Company, or by arbitration or otherwise, of the tolls and charges to be paid for such running over, working, or user, and for such services as aforesaid, and for the apportionment of the tolls and charges for traffic passing over or upon the Maryport and Carlisle Railway, and also passing over or upon the undertakings of the five Companies, or any of them, and to provide, if need be, for the appointment by the Company of proper officers and servants for performing the duties and services aforesaid, and for the use by such officers and servants of station and other accommodation on the railways of the five Companies respectively.

9. And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several Acts following (that is to say): 18 and 19 Vic., cap. 79; 25 and 26 Vic., cap. 80; 28 and 29 Vic., cap. 84; and all other Acts in those Acts referred to or relating to the Company; 7 and 8 Vic., cap. 64; 11 and 12 Vic., caps. 80 and 91; 17 and 18 Vic., cap. 24; 21 and 22 Vic., cap. 127; 24 and 25 Vic., cap. 83; 26 and 27 Vic., cap. 16; 28 and 29 Vic., cap. 68; and all other Acts in those Acts referred to or relating to the Whitehaven Junction Railway Company; 8 and 9 Vic., cap. 120; 9 and 10 Vic., cap. 342; 12 and 13 Vic., cap. 38; 26 and 27 Vic., caps. 42, 64, and 108, and all other Acts in those Acts referred to or relating to the Cocker-mouth and Workington Railway Company; 24 and 25 Vic., cap. 203, 26 and 27 Vic., cap. 108, and all other Acts in those Acts referred to or relating to the Cocker-mouth, Keswick and Penrith Railway Company; 17 and 18 Vic., cap. 64, 20 Vic., cap. 3, 24 and 25 Vic., cap. 62, 26 and 27 Vic., cap. 64, 28 and 29 Vic., cap. 86, and all other Acts in those Acts referred to or relating to the Whitehaven, Cleator and Egremont Railway Company; and 8 and 9 Vic., cap. 100, 9 and 10 Vic., cap. 320, 11 and 12 Vic., cap. 128, 16 and 17 Vic., cap. 171, 20 and 21 Vic., cap. 122, 28 and 29 Vic., cap. 143, and all other Acts in those Acts referred to or relating to the Whitehaven and Furness Junction Railway Company.

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

11. And notice is hereby given, that on or before the 30th day of November, 1865, a published map, with the lines of the proposed Railways delineated thereon, and showing their general course and direction, together with plans and sections describing the lines and levels of the proposed railways and works, and the lands, houses, and property which may be taken for the purposes of the Act, with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Cumberland, at his office at Carlisle, in the same county. And on or before the said 30th day of November, so much of the said plans, sections, and book of reference as may relate to any parish in or through which the said

railways and works are intended to be made, maintained, varied, extended, or enlarged, or in which any such lands, houses, and property are situate, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode.

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

Dated this sixth day of November, 1865.

Tyson and Hobson; Solicitors, Maryport.

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

In Parliament.—Session 1866.

Huddersfield and Halifax Railway.

(Construction of Railway from Huddersfield to Halifax, with a Branch therefrom, with Powers of Construction, &c., to Company to be incorporated by Act, and to London and North Western and Midland Railway Companies, or some or one of them; Working Arrangements with London and North Western and Midland Railway Companies, and Powers to those Companies to subscribe; Running Powers over the joint Railway of the London and North Western Railway Company and Lancashire and Yorkshire Railway Company into Huddersfield, and over Lancashire and Yorkshire Railway into Halifax; Use of joint Stations at Huddersfield and Halifax; 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):

The making and maintaining of the railways following, or one of them, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):

1. A railway (herein referred to as Railway No. 1) to commence in the township and parish of Huddersfield, in the West Riding of the county of York, by a junction with the railway jointly belonging to the London and North Western Railway Company and the Lancashire and Yorkshire Railway Company, at a point one hundred and eighty-three yards or thereabouts, measuring in a northerly direction along the said railway from the northern end of the stone platform of the joint station building at Huddersfield, and to terminate in the township and parish of Halifax, in the said West Riding, on the south side of a certain street there called New Road, and seventy yards or thereabouts south-eastward of the southern end of Union Street, in Halifax aforesaid; which said intended Railway No. 1 will pass from, in, through, or into, or be situate within the several parishes, townships, extra-parochial or other places following, or some of them, that is to say: Huddersfield, Marsh, Fartown, Hillhouse, Birkby, Fixby, Lindley, Lindley-cum-Quarmby, Quarmby, Birchin Cliff, Ainley, Elland, Elland-cum-Greetland, Exley, Southowram, Siddall, Skircoat, and Halifax, all in the West Riding of the county of York:

2. A railway (herein referred to as Railway No. 2) to commence in the township of Southowram, in the said parish of Halifax, by a junction with Railway No. 1 in a certain

field belonging to, and in the occupation of William Longbottom and John Longbottom, near, or opposite to, and to the westward of Far Siddal Hall, and at a point one hundred and seventy yards or thereabouts southward of Phoebe Lane, in the said township of Southowram, and terminating in the borough of Halifax by a junction with the Lancashire and Yorkshire Railway nine hundred and fifty yards or thereabouts measured southward along that railway from the southern end of the stone platform of the Halifax passenger station of the Lancashire and Yorkshire Railway Company and the Great Northern Railway Company, or one of them; and which intended Railway No. 2 will be wholly situate in the said parish of Halifax and in the said townships of Southowram, Skircoat, and Halifax, or some or one of them:

To take powers to purchase by compulsion lands and buildings in the several parishes, townships, and places aforesaid, for the purposes of the intended railways and works, and also lands and buildings by agreement; and to alter, vary, or extinguish all existing rights and privileges connected with such lands and buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any or either of them, and to confer other rights and privileges.

To take powers to cross, stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, foot-paths, ways, and rights of ways, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and water-courses within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to cross, stop up, alter, or divert for the purposes of the said intended railways and works, or any or either of them, or other the purposes of the intended Act.

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

To confer the powers and authorities of the intended Act for making and maintaining the said works, and otherwise in relation thereto, upon a Company to be incorporated by the said Act, or upon that Company and the London and North Western Railway Company, and the Midland Railway Company, or upon any two of the said Companies, and to make such provision as may be necessary, proper, or convenient, by the appointment of joint committees or otherwise for the exercise of any such joint powers.

To authorize the Company to be incorporated by the intended Act, and any other Company or Companies using the intended railways, or any or either of them, to run over and use with their engines and carriages of every description, and for the purposes of their traffic, so much of the said railway jointly belonging to the London and North Western Railway Company and the Lancashire and Yorkshire Railway Company as lies between the point of junction of the Railway No. 1 with the said joint railway and the Huddersfield Station, including all or any lines of railway in or through that station, and to use the whole or any part of the said Huddersfield Station and the conveniences connected therewith; and in like manner to run over and use so

much of the Lancashire and Yorkshire Railway as is situate between the junction of the intended Railway No. 2 therewith and the station at Halifax belonging to the Lancashire and Yorkshire Railway Company and the Great Northern Railway Company, or one of them, including all or any lines of railway in or through such station, and to use the whole or any part of the said Halifax Station and the conveniences connected therewith, upon payment, as regards the said stations, railways, and conveniences respectively, of such tolls, rates, duties, or other remuneration, and upon such terms and conditions, as shall be mutually agreed upon between the Companies or Company exercising such powers, and the London and North Western, Lancashire and Yorkshire, and Great Northern Railway Companies, or some or one of them, as the case may be, or, failing such agreement, as shall be settled by arbitration, or otherwise provided for in the intended Act.

To enable the Company to be incorporated as aforesaid, and the London and North Western and Midland Railway Companies, or any or either of them, to enter into and carry into effect any arrangements or agreements with respect to the several matters aforesaid, or any of them, and with respect to the construction, working, use, management, and maintenance of the said intended railways and works, or any or either of them, or any part or parts thereof respectively, and to the payment and contribution by and between the Companies parties to any such arrangement or agreement, or any or either of them, towards the costs, charges, and expenses of such working, use, management, and maintenance, and with respect to the regulation, management, and transmission of the traffic of the said intended railways, or either of them, or upon the railways of those respective Companies, or either of them; and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic.

To empower the London and North Western and Midland Railway Companies, or either of them, to subscribe or contribute funds towards the construction and maintenance of the said intended railways and works, or any of them, or any part or parts thereof; and to guarantee such interest, dividends, annual or other payments in respect of the moneys expended in the construction thereof, as may be agreed upon between the said Company or between them or either of them and the Company to be incorporated as aforesaid, and to take and hold shares in the capital of the said last-mentioned Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors, and, if they shall think fit, to raise additional moneys for that purpose by the creation of new shares or stock in their respective undertakings, with or without preference or priority in payment of dividends, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by both of those means, or by such other means as Parliament shall authorize or direct.

To alter, amend, or enlarge, or if need be, to repeal all or some of the powers or provisions of the several Acts following, or some of them, relating to the London and North Western Railway Company (that is to say): local and personal Acts 8 and 9 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, 344, 323, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 183, 228,

266, 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. 192, 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 233; 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; 27 and 28 Vict., caps. 194, 226, 263, 273, 288, and 296; and 28 and 29 Vict., caps. 333, 334, 22, 72, 110, 193, 230, 267, and 316; and any other Acts relating to the London and North Western Railway Company; and of the Acts following, or some of them, relating to the Midland Railway Company (that is to say): local and personal Acts 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict., caps. 21, 88, and 131; 14 and 15 Vict., caps. 57, 88, and 113; 16 Vict., cap. 33; 16 and 17 Vict., cap. 108; 19 and 20 Vict., cap. 54; 22 and 23 Vict., caps. 40, 130, and 136; 23 and 24 Vict., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict., caps. 57, 106, and 139; 25 and 26 Vict., caps. 81, 90, 91, and 173; 26 and 27 Vict., caps. 74, 82, 182, and 183; 27 and 28 Vict., caps. 164, 230, 231, and 245; and 28 and 29 Vict., caps. 335 and 359; and any other Acts relating to the Midland Railway Company; and of the Acts following, or some of them, relating to the Lancashire and Yorkshire Railway Company (that is to say): local and personal Acts 1 and 2 Wm. IV, cap. 60; 2 Wm. IV, cap. 69; 5 Wm. IV, cap. 30; 6 and 7 Wm. IV, cap. 111; 7 Wm. 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; 27 and 28 Vict., caps. 32, 55, 80, 270, and 273; and 28 and 29 Vict., caps. 21 and 332; and any other Acts relating to the Lancashire and Yorkshire Railway Company; and of the Acts following, or some of them, relating to the Great Northern Railway Company (that is to say): local and personal Acts 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 Vict., caps. 1 and 46; 25 and 26 Vict., caps. 58, 86, 124, 190, and 200; 26 and 27 Vict., caps. 147, 191 and 203; 27 and 28

Vict., caps. 202, 224, 242, and 243; and 28 and 29 Vict., caps. 105, 182, 216, 331, and 330, and the several Acts referred to in Schedule (I) of such last-mentioned Act; and any other Acts relating to the Great Northern Railway Company:

And notice is hereby also given, that a plan and section in duplicate of the intended railways, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plan 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 West Riding of the county of York, at his office at 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 adjoining parish, 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 this 10th day of November, 1865.

James Blenkinsop, 22, Great George-street, Westminster, and Buston Station, London.
Samuel Carter, 32, Great George-street, Westminster.
Brook, Freeman, and Batley, Huddersfield.

Solicitors for the Bill.

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

In Parliament—Session 1866.

South Essex Estuary and Reclamation:

(Extension of Time for Compulsory Purchase of Lands and Completion of Works; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by the South Essex Estuary and Reclamation Company (hereinafter called the Company) for leave to bring in a Bill and to pass an Act to alter, amend, extend, and enlarge the powers and provisions of the South Essex Estuary and Reclamation Act, 1852, and to revive such of the powers of the said Act as may have expired for the compulsory purchase of lands and completion of works by the said Act authorized.

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

And so far as may be necessary for any of the purposes aforesaid to alter or amend the Metropolis Sewage and Essex Reclamation Act, or some part or parts thereof.

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

Dated this 14th day of November, 1865.

Edwards and Co., Westminster, Solicitors for the Bill.

In Parliament—Session 1866.

River Weaver Navigation.

(Borrowing of Money; Amendment of Acts; Tolls on Weston Canal; Other Tolls; Removal of Weston Church.)

APPLICATION is intended to be made to Parliament in the next session thereof by the Trustees of the River Weaver Navigation, in the county of Chester (hereinafter called the Trustees) for leave to introduce a Bill for the following, or some of the following, among other purposes:—

1. To enable the Trustees to borrow money for the purpose of improving their navigation by deepening and widening the same, and by the construction of docks, wharves, locks, and other conveniences with relation thereto, and with that view to enable them to charge their tolls, rates, revenue, and property, by way of security for the money so borrowed.

2. To enable the Trustees to levy tolls and other charges upon goods and vessels conveyed on or navigating that part of the Weaver navigation which is known as the Weston Canal (authorised to be constructed by the Act 47 George 3rd, session 2, cap. 82), whether such goods or vessels are or are not conveyed over, or navigate any other part of the Weaver Navigation.

3. To enable them also to levy other tolls and charges for the use of the docks, quays, warehouses, and conveniences connected with the navigation, and for the use of any steam tugs employed on the navigation, or for the purposes of the traffic thereon, and for any hydraulic or other power used for loading and unloading goods resorting to or using the said navigation.

4. To enable the Trustees to apply their funds towards the buoying of the River Mersey within certain limits to be defined by the Bill.

5. To enable the Trustees to prohibit gunpowder or other combustible matter from being brought into the River Weaver or the Weston Canal, or any of the docks, works, or wharves connected with them.

6. To enable the Trustees to remove the church erected by them (under the powers of the Act 3 and 4 Victoria, cap. 124) at Weston, in the parish of Runcorn, in the county of Chester, and also the school-house and buildings connected with the said church, to another site to be defined by the Bill, and to appropriate the site of the existing church, school-house and buildings, to the purposes of the navigation, and the docks and works connected therewith, and to enable them to apply for this purpose any funds which now are, or which may be, under their control.

7. For the foregoing purposes, and in other respects, to alter, amend, extend, and enlarge, and if need be to repeal some of the powers and provisions of the following Acts relating to the said River Weaver Navigation, 7 George 1st, cap. 10; 33 George 2nd, cap. 49; 47 George 3rd, cap. 82; 6 George 4th, cap. 29; 10 George 4th, cap. 70; 3 and 4 Victoria, cap. 124; and also certain of the powers and provisions of the Act 16 Victoria, cap. 37, relating to the Runcorn and Weston Canal.

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

Dated this 10th day of November, 1865.

Blake and Trafford, Northwich, Solicitors for the Bill.

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

In Parliament—Session 1866.

Vale of Llangollen Railway.

(Construction of Railway from Bala to Festiniog and Penrhyn-deudraeth: Additional Capital; Working and other Arrangements with the Great Western, Llangollen and Corwen, and Corwen and Bala Railway Companies: Powers to run over portions of the Railways of the Cambrian Railways Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for an Act to authorise the Vale of Llangollen Railway Company (hereinafter called "the Company") to carry into effect the following, or some of the following, among other powers (that is to say)—to construct and maintain a railway, with all proper works, approaches, stations, and other conveniences connected therewith respectively, commencing by a junction with the extension railway of the Corwen and Bala Railway Company, as authorised to be constructed by "The Corwen and Bala Railway Act, 1865," in a field situate in the parish of Llangower, in the county of Merioneth, numbered 3 in that parish on the plans of that extension railway deposited with the Clerk of the Peace for the county of Merioneth, and terminating in the parish of Llanfrothen, in the county of Merioneth, by a junction with the Railway No. 4, authorised by "The Aberystwith and Welsh Coast Railway Act, 1861," in a field or piece of land numbered 36 in that parish on the plans of the said Railway No. 4, deposited with the Clerk of the Peace for the county of Merioneth, which intended railway will pass from, through or into the several townships, parishes or places of Dwygraig, Isafon, Llau-Penmaen, Garn, Ciltalgarch, Bala, Streftyn, Ismynydd, Uwchmynydd, Maesfron, Cylfry, Llanycil, Bala, Llanfawr or Llanfor, Trawsfynydd, Maentwrog, Festiniog, Llandecwyn, Llanfihangel y Traethaf, and Llanfrothen, or some of them, all in the county of Merioneth:

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

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

To enable the Company, on the one hand, and the Llangollen and Corwen, the Corwen and Bala, the Cambrian Railways, and the Great Western Railway Companies, or the Company and any one or more of the said Companies on the other hand, to make and carry into effect contracts and agreements, with respect to the working and use by the said last-named Companies, or any or either of them, of the said intended railway and works, and with respect to the interchange of traffic passing over the respective railways of the said last-named Companies, and the apportionment of the tolls and profits arising therefrom, and to enable the said several last-named Companies, or any or either of them, to apply any portion of their income or capital to the purposes of any such arrangements or agreements:

To make provisions for facilitating the inter-

change and transmission of traffic from, to, and over the said intended railway, and the said other railways respectively, or any or either of them, and for securing through booking from, to, and over the said railways respectively, or any of them; also for fixing, or ascertaining and settling the tolls, rates, and charges to be levied or charged, and other terms and conditions to be imposed, for or in respect of any of the purposes aforesaid, and to make such alterations and reductions in the tolls, rates and charges at present authorised to be levied or charged upon the said railways, or either of them, as may be necessary; and to authorise the said Companies, or any of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the said intended Act, or, in default of agreement, to confer all necessary powers for effecting the objects aforesaid, or any of them:

To enable the Company, and any Company working or using their undertaking, to run over and use with engines, carriages, waggons and servants, so much of the railways of the Cambrian Railways Company as lies between the said intended junction of the said intended railway with railway No. 4, authorised by "The Aberystwith and Welsh Coast Railway Act, 1861," and the terminus of the said Railway No. 4 at or near Portmadoc, in the county of Carnarvon; also over the railways of the Cambrian Railways Company, authorised by "The Aberystwith and Welsh Coast Railway Act, 1862," and therein numbered 7 and 8, together with all stations, sidings, watering places, and other works and conveniences connected with so much of the railways of the Cambrian Railways Company as aforesaid, upon payment of such tolls, charges, rent, or other consideration as may be agreed upon, or as may be provided for and prescribed by the said intended Act:

To empower the Company to apply to the purposes of the said intended Act, or any of them, any capital or funds now belonging, or which may hereafter belong to them, or be under their control or the control of their directors, or which they may have power to raise; and also to raise additional capital for all or any of such purposes, and for the general purposes of the Company, by the creation of new shares or stock, either with or without a preference, priority, or guarantee, as respects the payment of dividends or other privileges attached thereto, or by borrowing, or by all or any of such means, or by such other means as shall be provided by the said Act:

To alter, amend, extend or enlarge, so far as may be necessary for the purposes aforesaid, the powers and provisions of "The Vale of Llangollen Railway Act, 1859"; "The Vale of Llangollen Railway Act, 1863"; "The Llangollen and Corwen Railway Act, 1860"; "The Corwen and Bala Railway Act, 1862"; "The Corwen and Bala Railway Act, 1865"; "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 Aberystwith and Welsh Coast Railway (General) Act, 1865"; "The Cambrian Railways Act, 1864"; and the provisions unrepealed of the Acts referred to in the second Schedule of such Act; and "The Cambrian and Coast Railways (Amalgamation) Act, 1865"; and any other Acts relating to the Aberystwith and Welsh Coast and Cambrian Railways Companies; and of the several Acts following, or some of them, relating to, or directly or indirectly affecting the Great Western Railway Company, that is to say: (Local and Personal)

5th and 6th Wm. IV., cap. 107; 6th Wm. IV., caps. 36, 38, 77 and 79; 1st Vict., caps. 91 and 92 (1837), and 24 and 26 (1838); 2nd Vict., cap. 27; 3rd Vict., cap. 47; 3rd and 4th Vict., cap. 105; 4th and 5th Vict., cap. 41; 5th Vict., Session 2, cap. 28; 6th Vict., cap. 10; 7th Vict., cap. 3; 7th and 8th Vict., caps. 68 and 99; 8th and 9th Vict., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190 and 191; 9th Vict., cap. 14; 9th and 10th Vict., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 313, 315, 326, 328, 335, 337, 338, 369, 383 and 402; 10th and 11th Vict., caps. 60, 72, 76, 86, 91, 101, 109, 144, 148, 154, 177, 226 and 242; 11th and 12th Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158 and 159; 12th and 13th Vict., cap. 55; 13th Vict., caps. 6 and 7; 13th and 14th Vict., caps. 44, 98 and 110; 14th and 15th Vict., caps. 22, 48, 52, 53, 74, 81 and 131; 15th and 16th Vict., caps. 9, 125, 138, 140, 145, 146, 147 and 168; 16th and 17th Vict., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212 and 227; 17th and 18th Vict., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215 and 222; 18th Vict., caps. 11, 59 and 69; 18th and 19th Vict., caps. 98, 171, 175, 181, 183 and 191; 19th and 20th Vict., caps. 111, 126 and 137; 20th and 21st Vict., caps. 8, 24, 54, 96, 116, 119 and 158; 21st and 22nd Vict., caps. 90, 123, 126, 139, 142 and 146; 22nd Vict., cap. 13; 22nd and 23rd Vict., caps. 1, 17, 22, 40, 46, 59, 64, 76, 81, 84, 105, 120, 134 and 138; 23rd Vict., cap. 76; 23rd and 24th Vict., caps. 69, 72, 76, 82, 94, 127 and 128; 24th Vict., caps. 32 and 36; 24th and 25th Vict., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227 and 240; 25th and 26th Vict., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221 and 226; 26th and 27th Vict., caps. 113, 127, 136, 151 and 198; 27th and 28th Vict., caps. 76 and 306; and 28th and 29th Vict., cap. 299; also 33rd Geo. III., cap. 112; 35th Geo. III., cap. 72; 39th Geo. III., cap. 60; 49th Geo. III., cap. 42; 55th Geo. III., cap. 30; 57th Geo. III., cap. 15; 1st and 2nd Geo. IV., caps. 61 and 63; 6th Geo. IV., cap. 168; 7th Geo. IV., cap. 53; and 3rd Wm. IV., cap. 70; and any other Acts relating to the Great Western Railway Company.

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

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

Dated the 10th day of November, 1865.

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

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

No. 23040.

G

Redcar Pier.

(Application for Provisional Order for Powers to erect a Pier, and levy Tolls, &c.)

NOTICE is hereby given, that application is intended to be made to the Right Honorable the Lords of the Committee of Her Majesty's Privy Council for Trade and Plantations, on or before the 23rd day of December, 1865, by the promoters of the Redcar Pier, to make a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," to incorporate a Company, and to give to such Company, or to confer on any Company to be incorporated under "The Company's Act, 1862," the following, or some of the following, among other powers:—

To construct a pier, jetty, and landing-place, with all proper works, approaches, and other conveniences connected therewith, for the embarking and landing of passengers, goods, and merchandise, and for other purposes, commencing at a point on the beach or sea-shore nearly opposite to and east of Moore-street, in Redcar, in the parish of Marske, in the North Riding of the county of York, and extending from such point of commencement into the sea, in a north-easterly direction, a distance of 1,200 feet or thereabouts, with limits of deviation laterally between a point on the beach or sea-shore opposite to and east of King-street, and a point opposite to and east of the street leading from the beach to the railway station, and extending seawards in a north-easterly direction 1,600 feet from the beach or sea-shore, which pier, jetty, landing-place, works and approaches, will be wholly situate in or about upon Redcar aforesaid, in the said parish of Marske.

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

To borrow on mortgage or bond any moneys which may be required for the purposes of the said Provisional Order.

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

To incorporate with the said Provisional Order the whole or parts of "The Companies Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act Amendment Act, 1860."

And notice is hereby further given, that on or before the 30th day of November, 1865, proper plans and sections of the proposed pier and 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 North Riding of the county of York, at his office at Northallerton, in the said riding, and at the Custom House at Middlesborough, in that riding, or other the Custom House to which Redcar aforesaid relates, and at the offices 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 offices of the Parliamentary Agents, as undermentioned.

Dated this 14th day of November, 1865.

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

In Parliament—Session 1866.

Aldershot Gas and Water.

(Additional powers to Aldershot Gas and Water Company (Limited); Purchase of existing Gas and Water Works at Aldershot; Construction, maintenance, and extension of new and existing works.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, by the Aldershot Gas and Water Company, "Limited," for an Act (hereinafter referred to as "the Act") to effect the following purposes, or some of them, that is to say:—

To re-incorporate that Company (hereinafter referred to as "the Company") by the same or a different name, and to authorize the Company to supply gas and water for private and public purposes within the parish of Aldershot, in the county of Southampton.

To authorize the Company from time to time to make, construct, erect, and lay down, continue, maintain, improve, alter, and extend, and abandon, and discontinue or renew all or any buildings, retorts, gasholders, receivers, engines, plant, and machinery, pipes and apparatus, cuts, drains, water courses and roads, and works and conveniences generally, and to manufacture, store and supply gas, and do all such other acts in connection with and in relation to such manufacture and supply as they may think proper and convenient, and to manufacture, provide, sell, and deal in coke, coal, lime, tar, pitch, asphaltum, ammoniacal liquors, and all other products and residuums of any materials employed in or resulting from the manufacture of gas, or which can or may be compounded or produced from the materials employed in or resulting from the manufacture of gas, and to acquire, hold, exercise, and dispose of patent rights in relation to the manufacture and distribution of gas, and the utilization of residual products in the manufacture of gas, or otherwise relating thereto, and to grant licenses for the use and exercise of such patent rights to other companies or persons, and to manufacture, sell, let on rental or deal in pipes, meters, fittings, and articles connected with gas works, or the supply or use of gas; but the lands within or upon which the Company will seek power to construct or maintain any works for the manufacture of gas will be comprised within the following limits (to wit): lands in the parish of Aldershot, bounded on the north by a field belonging to Ann Meddings, in the occupation of Robert Barnett, on the south by the public highway leading from the towns of Aldershot and Farnham, to the villages of Ash and Tongham, on the east by a field belonging to George Richard Robinson and William Chitty, in the occupation of William Downs, and on the west by a garden belonging to and in the occupation of William Newham, all of which said abutments or boundaries are also situate in the said parish of Aldershot.

To construct, complete, and maintain, or otherwise to sanction, ratify, and authorize, as the case may be, the following works for the supply of water, to wit:—

A well or shaft in a field known by the name of Colonel's Meadow, in the said parish of Aldershot, belonging to Frederick Eggar, and in the occupation of Arthur Gregory.

A conduit or pipe extending through such field from such well or shaft in a southerly direction, and terminating at the well or shaft next hereinafter mentioned, viz.:—

Another well or shaft, also situate in the same field.

A conduit or line of pipes extending from the last-mentioned well or shaft, and thence pass-

ing through the said parish of Aldershot, and through and into the parish of Farnham, in the county of Surrey, into and terminating at or near the southern boundary of a field in the last-mentioned parish, known by the name of Page's Meadow, belonging to Frederick Eggar, and occupied by Arthur Gregory.

A reservoir or tank within the said field, in the parish of Aldershot, called Colonel's Meadow.

A conduit or line of pipes within the said parish of Aldershot, commencing at or near to the first-named well or shaft, and terminating at the tank or reservoir next hereinafter referred to.

A reservoir or tank in a certain field called Lee Field, within the said parish of Aldershot, belonging to Frederick Eggar, and in the occupation of Arthur Gregory.

A conduit or line of pipes, in the said parish of Aldershot, commencing at or in the said last-mentioned reservoir or tank, and terminating at or near to the Banking House of the English Joint Stock Banking Company Limited, situated in the town of Aldershot aforesaid.

To set out and make roads and approaches, construct all such other works, and to do all such other acts within the said parishes, or either of them, which may be necessary for providing and maintaining supplies of gas and water and for the purposes of the Act, to divert into the intended waterworks and to appropriate to the supply of water all such waters as can be obtained by means of the said works, or any of them.

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 said parish.

To purchase, by compulsion or agreement, lands, houses, waters, and other hereditaments and property, and also to take compulsorily or by agreement, grants of easement over lands, houses, waters, and other hereditaments and property for the purposes of the intended Act.

To authorize the Company to demand, receive and collect rates and rents for the supply of gas and water for public and private consumption, and for providing, selling, dealing in and letting on rental all matters and things connected with or arising from such supply, and to alter existing rates, rents, and remunerations, and to confer, vary, or extinguish exemptions from payment of rates and rents, and other rights and privileges.

To make provision for regulating the consumption of gas and water, and the repair of meters by the owners thereof, and for obtaining possession by the Company of meters and other articles belonging to them, and for preventing the waste, abstraction, illegal use, misuse, or wrongful or fraudulent use of gas and water, and to adopt proper and needful regulations in reference thereto, and also for preventing the interference with, or improper use of pipes, meters, fittings, and things connected with the supply of gas and water, and for better enabling the Company to recover rates, rents, and remunerations, or damages due or accruing to them.

To authorize or require (if need be) the Company to enter into arrangements with Messrs. Frederick Eggar and John Lightfoot, and with the Aldershot Gas Consumers Company (Limited), or any or either of them, for the purchase or lease of their respective works and undertakings, or any of them for or in connection with the supply of gas and water, or for the supply of gas only, and of all or any of the lands, buildings, and properties held in connection therewith, and to authorize or require, as far as may be necessary, the said Messrs. Eggar

and Lightfoot and the said Aldershot Gas Consumers Company (Limited), respectively; to sell, lease, or transfer their respective works and undertakings, and such other property as aforesaid, to the Company, and to confirm any agreement which has been or may be entered into in relation to the matters aforesaid.

To alter, amend, or cancel, either wholly or partially, all or one or some of the memoranda and articles of association under which the Company and the Aldershot Gas Consumers Company (Limited) respectively are acting, and to dissolve those Companies, or either of them.

To authorize the Company to raise money by shares, ordinary or preferential, or by borrowing or by debenture stock, to such an extent as may be deemed necessary, and to attach (if deemed fit) to existing or future shares certain preferences, privileges, and advantages, and to convert existing shares into stock, and to alter (if need be) the amount and denomination of their existing shares.

The Act will incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Gas Works Clauses Act, 1847," "The Waterworks Clauses Acts, 1847 and 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and will confer on the Company all other rights and privileges necessary for carrying into effect the objects of the Act.

And notice is hereby further given, that on or before the 30th day of November, 1865, plans and sections, describing the situations, lines, and levels of the proposed works, and the lands, houses, and property which may be taken for the purposes of the Act; with a book of reference to such plans containing the names of the owners or reputed owners, lessees, or reputed lessors 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 Southampton, at his office at Winchester, in that county, and with the Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth, in that county, and with the respective parish clerks of the said parishes of Aldershot and Farnham, at their respective places of abode.

And notice is also given that on or before the 23rd day of December, 1865, 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, 1865.

W. H. Bayley, Solicitor, Aldershot.

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

In Parliament—Session 1866.

Bodmin Water.

Incorporation of Company and Construction of Water Works.

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

To incorporate a Company (hereinafter called "the Company") for the purpose of supplying with water the borough and parish of Bodmin.

To enable the Company to make and maintain the following works, or some of them, and effect the objects hereinafter mentioned, that is to say—

1. A watercourse, aqueduct, or conduit, commencing at or near the water wheel at Crabb's Pool, in the parishes of Helland and Bodmin, or

one of them, in the county of Cornwall, and terminating at or in the intended storage reservoirs thirdly hereinafter mentioned, and passing through the parishes of Helland and Bodmin, or one of them, in the county of Cornwall.

2. A watercourse, aqueduct, or conduit, commencing in a wood in the parish of Bodmin, called Dunmere Wood, belonging to Thomas Woolcombe, Esq., and the Rev. Temple Walter West, trustees of the Molesworth estate, and near a gateway leading from Dunmere Wood to Dunmere Mill, and adjoining the fence of a field or close of land, called Little Wood Park, belonging to the said trustees of the Molesworth Estate, and is No. 2,592 on the tithe apportionment map of the parish of Bodmin, and terminating at or in the said intended storage reservoirs thirdly hereinbefore mentioned, which said watercourse, aqueduct, or conduit, is intended to be carried in the course of a stream or rivulet, called or known by the name of Butterwell Stream.

3. A reservoir or reservoirs herein called "Storage Reservoirs," wholly in the said parish of Bodmin, to be situate in a certain field, or close of land, called Gaily Moor, belonging to the said trustees of the Molesworth Estate, and No. 2,590 on the tithe map of the parish of Bodmin, and at or near the point at which the said rivulet or stream called "Butterwell Stream" crosses or runs into a leat or watercourse, used to convey water from Blackpool to Dunmere Mill, and immediately to the west of such leat or watercourse.

4. A conduit or pipe wholly in the parish of Bodmin, commencing in the said reservoir or reservoirs, and on the south side thereof, and terminating in a pumping well, to be situate near to and on the south-east side of the Mill House at Dunmere Mill, in a garden or plot of ground belonging to the trustees of the Dunmere Charity, and in the occupation of John Smart.

5. An aqueduct or watercourse wholly in the parish of Bodmin, commencing in the river Camel, at a point immediately above a dam or weir erected across the said river Camel at Blackpool, and terminating at or near to the pumping well lastly hereinbefore described.

6. A water wheel in the parish of Bodmin, to be situate near and to the south east of the Mill House at Dunmere Mill aforesaid, in the before-mentioned garden or plot of land, belonging to the said trustees of Dunmere Charity, and in the occupation of John Smart.

7. An aqueduct or pipe wholly in the parish of Bodmin, commencing at or near the before-mentioned pumping well, near Dunmere Mill aforesaid, and terminating in a certain field or close of land near the Beacon, belonging to the Mayor, Aldermen, and Burgesses of the borough of Bodmin, and in the occupation of Charles Dymond, and numbered 1,706 on the tithe apportionment map of the said parish of Bodmin.

8. A reservoir, herein called the "Service Reservoir," to be situate in the lastly described field or close of land near the Beacon, belonging to the Mayor, Aldermen, and Burgesses of the borough of Bodmin, and in the occupation of Charles Dymond.

9. An aqueduct or pipe wholly in the parish of Bodmin, commencing in the said service reservoir at or near the north-east corner thereof, and terminating in Fore-street, Bodmin, about 20 feet from the bottom of Chubb's-lane.

To deviate in the construction of the said works, from the lines and levels thereof, delineated as hereafter mentioned to the extent defined on the said plans, or specified in the said Bill.

To take and purchase, compulsorily or by agreement, and to use for the purposes of the said intended water works, any lands or houses within the before-mentioned parishes and places, and delineated on the said plans, and to alter, vary, or extinguish all existing rights or privileges connected with such lands and houses, or which would in any manner impede or interfere with the proper construction and maintenance of the said waterworks, reservoirs, tanks, mains, pipes, and other apparatus connected therewith.

To take and purchase, or acquire compulsorily or by agreement, any right of way, and of laying down, repairing, altering, removing, or replacing mains and pipes and any other easements, liberty, privilege, power, and authority in or over any lands, houses, tenements, and hereditaments, and to vary or extinguish all existing rights and privileges connected with the said lands, houses, tenements, and hereditaments, so to be taken or used as aforesaid.

To make, lay down, complete, and maintain, and from time to time alter, vary, replace, repair, and restore mains, conduits, culverts, pipes, drains, tunnels, and other works for the conveyance of water in, through, or into, and over, or under private lands, and in, along, across, or under all or any turnpike and other roads or highways, streets, passages, rivers, and railways, whether public or private, within the said parishes, townships, or places hereinbefore mentioned, or any of them, and for the above purposes temporarily to break up, stop up, alter, or divert, all or any streets, highways, public or private roads within such parishes, townships, and other places, or any of them, which it may be necessary to break up, stop up, alter, or divert for the purposes of the said works, or any other purposes of the said Bill.

To divert by means of the respective water-courses, aqueducts, or conduits above described, and to take for the purposes of the Company, as authorised by the proposed Bill, at the points above described, water from the River Camel, and from the waters of the rivulets or streams called the Clerkenwater Stream, and the Butterwell Stream (which said streams now flow into the River Camel), and of all other rivers, springs, and streams, within the limits of deviation, and to impound and store such water in the reservoirs and tanks of the Company, and from such works to supply water to the district and the inhabitants thereof, for domestic, and manufacturing and other purposes; also to supply water to public Companies and bodies for any purpose for which they may require such supply, and to enter into and carry out agreements with them for such purposes.

To levy, collect, and recover rates and rents for water supplied within the district, and to confer, vary, or extinguish exemptions from the payment of rates and rents for such supply, and to confer, vary, and extinguish all or any existing rights, privileges, and exemptions which would impede or interfere with the objects of the said Bill.

To make provisions for ascertaining the quantity of water supplied for other than domestic purposes, and for preventing the waste, or fouling, or misuse of water supplied by the Company, and for preventing and punishing fraud in the taking and using of water so supplied, or for wasting same.

To incorporate with the Bill, and make applicable to the purposes thereof, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Water Works Clauses Act, 1847 and 1863," "The Lands Clauses

Consolidation Acts Amendment Act, 1860," and "The Companies Clauses Act, 1863;" and it is intended by the said Bill to enable the Company to contract for supplying, and to supply the public roads, streets, drains, and passages within the district with water, and for cleansing and watering the same, and for extinguishing fires, and to empower commissioners, inspectors, corporations, and other public and local bodies, to contract with the Company for such service, and supply and pay for the same out of any rates or other income under their control, and applicable to cleansing purposes under the said Act.

Duplicate plans and sections of the proposed works, and of the lands and houses 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, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the said county of Cornwall, at his office at Bodmin, in the said county; and on or before the same day a copy of so much of the said plans and sections and book of reference as relates to each of the said parishes in or through which the said works will pass or be situate, and also a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence.

Printed copies of the Bill for effecting the objects aforesaid will be deposited at the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 2nd day of November, 1865.

Thomas Commins, } Bodmin, Solicitors for
Preston J. Wallis, } the Bill.
Manning and Walker, 20, Gt. George-
street, Westminster, Parliamentary
Agents.

Tyne Improvement.

(Further Borrowing Powers for Piers and Works; Alteration of Pier Rates and Exemptions; 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 Tyne Improvement Commissioners (in this notice called "the Commissioners"), for the purposes of the piers and other works at the mouth of the River Tyne, to borrow and raise further sums of money upon the credit of the pier rates and other rates and revenues authorized to be charged as collateral security under the provisions of the Acts hereinafter mentioned, or any of them, or to be authorized to be charged under the provisions of the intended Bill, and to extend the time for the commencement of the Sinking Fund, and to extend and amend the powers of the Public Works Loan Commissioners under "The Harbour and Passing Tolls, &c., Act, 1861," with respect to advances to the Commissioners and the interest thereon.

To alter the pier rates authorized to be levied by "The Tyne Improvement Act, 1852," and "The Tyne Improvement Act, 1859," or any other Acts hereinafter mentioned, and to vary the exemptions from pier rates contained in the 63rd section of "The Tyne Improvement Act, 1852," or contained in any other Act, or to extinguish the same.

To alter, amend, and enlarge the powers and

provisions of the Tyne Improvement Acts, namely, "The Tyne Improvement Act, 1850," "The Tyne Improvement Act, 1852," "The Tyne Improvement Act, 1857," "The Tyne Improvement Act, 1859," "The Tyne Improvement Act, 1861," and "The Tyne Improvement Act, 1865," and any other Acts relating to the River Tyne.

To vary and extinguish all rights or privileges, whether of any Corporation, Company, or person, which will interfere with the objects of the Bill, and to confer other rights and privileges.

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

Dated this 14th day of November, 1865.

J. and M. Clayton, Newcastle-upon-Tyne,
Solicitors for the Bill.

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

Bradford Corporation Markets, Fairs, and other Purposes.

(Purchase or lease of market and other hereditaments, and rights of holding markets and fairs, and of appointing Inspector of Weights and Measures. Alteration of markets, and appropriation of existing site. Purchase of Fair and Market Grounds, prohibition to hold markets and fairs in the streets of Bradford, erection of market houses, power to levy stallages and tolls, and to borrow money. Additional powers to borrow authorised capital for Water-works; power to issue coupons for interest; extension of time for construction of water-works; powers to lease surplus lands; incorporation and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament, in the next session of 1866, for leave to bring in a Bill for effectuating the following, or some of the following objects, that is to say:—

1. To enable Miss Elizabeth Rawson, Lady of the Manor of Bradford, in the West Riding of the county of York, to grant, and the mayor, aldermen, and burgesses of the borough of Bradford aforesaid (hereinafter called the said Corporation), to accept a lease, or to confirm the granting by the said Elizabeth Rawson, and acceptance by the said Corporation, of a lease for 999 years, at the annual rent of £5,000 of, or to enable the said Corporation to purchase, two several plots of ground situate in the township, borough, and parish of Bradford aforesaid, with the dwelling-houses, shops, and other buildings thereon erected, and all rights of stallage, and all such manorial and other rights, franchises, powers, liberties, and privileges, to which the said Elizabeth Rawson is entitled for life, as Lady of the Manor of Bradford aforesaid, or otherwise, in respect of or in connection with markets and fairs, held or to be held in the borough of Bradford aforesaid, or in respect of the inspectorship of or the jurisdiction over weights and measures, and to purchase by compulsion or extinguish any rights, interests, or easements of leases, tenants or other persons, in or over the hereditaments hereinbefore mentioned.

2. To enable the said Corporation to alter or remove the markets at present held upon the said plots of ground, to more suitable localities for holding the same, and to appropriate for street purposes and dispose of by way of under lease or otherwise, the present sites of the said markets, and to purchase by agreement, take upon lease, or appropriate other lands and

hereditaments within the said borough, for the purpose of holding such substituted markets, or for the purpose of holding additional markets, and for providing approaches thereto respectively.

3. To enable the said Corporation to purchase by agreement, take upon lease, or appropriate, any lands and hereditaments within the said borough, for the purpose of holding a cattle market, and cattle and pleasure fairs, and for providing the necessary approaches thereto, and to prohibit the holding of any cattle market or cattle or pleasure fair, in the streets, or other public or private places within the said borough.

4. To erect or provide suitable market-houses, slaughter-houses, and other buildings and appliances, for the purpose of holding markets and fairs.

5. To levy, receive, and take stallages and tolls in respect of the said markets and fairs, and for the use of the said market-houses, slaughter-houses, and other buildings and appliances, and to alter, vary, and extinguish existing stallages and tolls.

6. To borrow and take up at interest, upon security of the property to be leased, or acquired, under the said intended Act, and of the borough rate and borough fund of the said borough, such sum or sums of money as may be necessary for all or any of the purposes aforesaid, and to charge upon the said borough rate and borough fund the payment of rent and performance of covenants to be reserved and contained in the said lease from the said Elizabeth Rawson.

7. To authorise the said corporation to raise or borrow any sum or sums of money which they are now authorised to borrow for the completion and maintenance of their water works, or otherwise relating to the supply of water, or for replacing existing or future loans, from time to time falling due, or by arrangement previously to the same falling due, by granting perpetual annuities, or annuities for a life or lives, or for years, or by accepting and giving security for small sums deposited with the said Corporation from time to time, repayable to the depositors, with interest thereon, in a manner similar to that in which deposits are now made with savings banks and with the Post-office (no stamp, or other duty, or property, or income-tax, to be payable in respect of such deposits), or by accepting and giving security for loans by the Commissioners of Her Majesty's Treasury, repayable with interest, by yearly or half-yearly instalments, all such securities to be made and granted upon the credit or security of the borough rate or borough fund of the said borough; and, also, upon the credit of the water works of the said Corporation, and the water rates or rents which the said Corporation are or may be authorised to levy, demand, and receive by virtue of "The Bradford Corporation Water Works Act, 1854," "The Bradford Corporation Water Works Amendment Act, 1855," "The Bradford Corporation Water Works Act, 1858," and "The Bradford Water Works Act, 1862," and the said intended Act or any of them.

8. To authorise the said Corporation to issue coupons for payment of interest to accrue due upon any debentures or mortgages, by the said corporation, under the above-mentioned Acts, or any of them, or under "The Bradford Improvement Act, 1850," "The Public Health Act, 1848," or "The Local Government Act, 1858."

9. To extend the time for the construction of the water works by the "Bradford Water Act, 1854," and the "Bradford Corporation Water Works Act, 1858," authorised to be constructed.

10. To authorise the said Corporation to demise

for a term of 999 years, or a less term, and afterwards to dispose of the reversions in any lands or hereditaments acquired, or which may be acquired by them, in carrying out the powers conferred or to be conferred upon them, for the improvement of the said borough, and to enter into all necessary contracts for the granting of or otherwise in connection with such leases.

11. To alter and amend, enlarge, or repeal the following Acts (that is to say):—"The Bradford Improvement Act, 1850," "The Bradford Water Works Act, 1854," "The Bradford Corporation Water Works Act, 1854," "The Bradford Corporation Water Works Amendment Act, 1855," "The Bradford Corporation Water Works Act, 1858," "The Bradford Water Works Act, 1862," "The Public Health Act, 1848," "The Local Government Act, 1858," "The Local Government Supplemental Act, 1863," "The Local Government Supplemental Act (No. 3), 1865," and the Acts for regulating Municipal Corporations in England and Wales.

12. To incorporate with the said intended Act, all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," "The Markets and Fairs Clauses Act, 1847," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Act for Consolidating and Amending the Laws relating to Savings Banks" (being the 26 and 27 Vict., chapter 87), "The Act for Granting Additional Facilities for Depositing Small Sums at Interest" (being the 28th Vict., chapter 14), and the provisions in the 3rd and 4th Wm. IV., chapter 14, and 5th and 6th Vict., chapter 35, which exempt the deposits and instruments therein mentioned from stamp and other duties and taxes.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans, with a book of reference thereto of the plots of ground, dwelling-houses, and buildings intended to be taken from the said lady of the manor as aforesaid, and the lessees and occupiers under her, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace of the West Riding of the county of York, at his office, at Wakefield, in the said West Riding, and a copy of the said plan and book of reference, and of this notice, as published in the London Gazette, will also be deposited with the parish clerk of the parish of Bradford, in which the said lands and houses are situate, at his abode, in Bradford aforesaid.

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 11th day of November, 1865.

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

In Parliament—Session 1866.

Bury Gas.

(Amendment of "Bury Gas Act, 1857," and "Bury Improvement Act, 1846"; Power to raise money for gas works by borrowing or by the creation of annuities.)

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 amend and enlarge all or some of the powers and provisions of "The Bury Gas Act, 1857," and "The Bury Improvement Act, 1846," or one of them; and to enable the commissioners acting under and by virtue of the said last-mentioned Act, to raise

a further sum of money for the purposes of the undertaking vested in them by "The Bury Gas Act, 1857," on the credit of the general rates, property, and effects to be levied by or vested in such commissioners, and of the undertaking transferred to and vested in them by "The Bury Gas Act, 1857," and of the rates and rents receivable by them under or by virtue of the same, and to borrow and raise such sum or sums of money either by debenture or mortgage, or by way of perpetual or terminable annuities. And also to convert the redeemable annuities created by "The Bury Gas Act, 1857," or any part thereof, into perpetual or terminable annuities or debentures.

And it is intended by the said Bill to vary and extinguish any existing rights and privileges which would interfere with any of the objects or purposes aforesaid, and to incorporate with such Bill all such provisions of "The Companies Clauses Consolidation Act, 1845"; "The Companies Clauses Act, 1863"; and of "The Commissioners Clauses Act, 1847"; as may be necessary for carrying out the objects and purposes of the same.

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, 1865.

Harper and Dodds, Bury, Lancashire, Solicitors for the Bill.

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

Bishops Castle Railway.

(Increase of Capital.)

NOTICE is hereby given, that the Bishops Castle Railway Company have applied to the Board of Trade, under the powers of "The Railways Powers Act, 1864," for a certificate under that Act authorising that Company to raise additional capital by shares or stock and by borrowing, with power to issue such new shares or stock with a preference or priority of dividend, and upon such terms and conditions as may be prescribed in the certificate; and by the said certificate it is intended to amend "The Bishops Castle Railway Act, 1861," "The Bishops Castle Railway (Extensions to Craven Arms, &c.) Act, 1865," "The Bishops Castle Railway (Further Powers) Act, 1865," and "The Bishops Castle Railway (Deviations) Act, 1865," and to vary and extinguish all existing rights and privileges which would interfere with the raising of such additional capital.

And notice is hereby given, that copies of the proposed draft certificate can be obtained at the office of Messrs. Dyson and Co., 24, Parliament-street, Westminster, on payment of sixpence for each copy; and all persons desirous of making to the Board of Trade any representation, or of bringing before that Board any objection, respecting the application to the said Board for the said certificate, may do so by letter addressed to the secretary of the said Board on or before the first day of January next.

And notice is hereby also given, that after the Board of Trade have settled the said certificate, copies thereof can be obtained at the before-mentioned office, at a charge of sixpence for each copy, or of such other sum as the Board of Trade may direct.

Thomas Griffiths, } Solicitors to the Com-
William Wilding, } pany.

Dyson and Co., 24, Parliament Street,
Parliamentary Agent.

London and South Western Railway. (Poole and Bournemouth Junctions.)

(Construction of Railway from London and South Western Railway, to Poole and Bournemouth Railway, other Railways at Poole; Junction with Ringwood, Christchurch, and Bournemouth Railway; Working and Traffic agreements between London and South Western, Poole and Bournemouth, and Ringwood, Christchurch, and Bournemouth Railway Companies; Abandonment of parts of authorised Railways of Poole and Bournemouth Railway Company; Reduction of Capital of that Company; Running Powers over Railways of that Company, and Ringwood, Christchurch, and Bournemouth 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 effect the objects, or some of the objects following (that is to say):—

To empower the London and South Western Railway Company (hereinafter called "the Company"), to make and maintain the following railways, or some or one of them, with all necessary and proper stations, approaches, roads, sidings, works, and conveniences connected therewith respectively (that is to say):—

1. A railway (A) commencing in the parish of Canford Magna, in the county of Dorset, by a junction with the Southampton and Dorchester Railway, of the London and South Western Railway Company, at a point 5 chains or thereabouts from and to the north of the post, on that railway, indicating 117 miles from London, and terminating in the tithing of Longfleet, in the parish of Canford Magna, in the said county of Dorset, and county of the town of Poole, in a field numbered 31 on the tithe commutation map of that tithing, which intended railway (A) will be made, or pass from, in, through, or into the parishes, townships, extra-parochial, and other places following, or some or one of them, that is to say:—Canford Magna, Longfleet, Parkstone, and Saint James, all in the county of Dorset, and county of the town of Poole.

2. A railway (B) commencing in the tithing of Longfleet, in the parish of Canford Magna, in the county of the town of Poole, and county of Dorset, or one of them, by a junction with the proposed railway (A) in a field numbered 391 on the tithe commutation map of that tithing, at a point 7 chains, or thereabouts, from and to the northward of the northern end of Stones Rope Walk, in that tithing, and terminating in the said tithing by a junction with the railway No. 2, authorised by the Poole and Bournemouth Railway Act, 1865, at or near a point on the plans deposited with the Clerk of the Peace for the county of Dorset, for, and referred to, in that Act indicating 3 furlongs from the commencement of the last-mentioned railway, which intended railway (B) will be made, or pass from, in, through, or into the parishes, townships, extra-parochial, and other places, following, or some, or one of them (that is to say), Longfleet, Canford Magna, and Saint James, all in the county of Dorset, and county of the town of Poole.

3. A railway (C) commencing in the tithing of Longfleet, in the parish of Canford Magna, in the county of Dorset, and county of the town of Poole, by a junction with the proposed railway (A) in the field numbered 31 on the tithe commutation map of that tithing, and terminating in the parish of Saint James, Poole, in the county of the town of Poole, by a junction with the railway (No. 3) authorised by the Poole and

Bournemouth Railway Act, 1865, at a point indicating on the plans, deposited for that Act as aforesaid, one furlong or thereabouts from the commencement of the last-mentioned railway, which intended railway (C) will be made or pass from, in, through, or into the parishes, townships, extra-parochial, and other places following, or some or one of them (that is to say) Longfleet, Canford Magna, and Saint James, all in the county of Dorset, and county of the town of Poole.

4. A railway (D) commencing in the chapelry or parish of Holdenhurst, in the county of Southampton, by a junction with the railway No. 2, authorised by the Poole and Bournemouth Railway Act, 1865, at a point indicating on the plans deposited with the Clerk of the Peace for the county of Southampton, for and referred to in that Act, 4 miles, 1 furlong, and 3 chains from the commencement of the said railway No. 2, and terminating by a junction with the railway authorised by the "Ringwood, Christchurch, and Bournemouth Railway Act, 1863," at or near the authorised termination thereof, in the said chapelry, or parish of Holdenhurst, shown on the plans deposited with the Clerk of the Peace for the county of Southampton, for and referred to in the last-mentioned Act, which intended railway (D) will be made, or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some or one of them (that is to say), Holdenhurst, Iford, Pokesdown, Bournemouth, and St. Peters, Bournemouth, all in the county of Southampton.

To confer upon the Company all powers necessary for effecting the purposes, or some of the purposes following, that is to say:—

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

6. To cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads, and highways, footpaths, railways, tramways, aqueducts, canals, rivers, streams, brooks, pipes, waters and watercourses, within the aforesaid parishes and places which it may be necessary, or convenient to cross, stop up, alter, or divert, by reason or for the purposes of the intended railways and works.

7. To levy tolls, rates, and duties upon, and in respect of the intended railways and works, and to grant exemptions from the payment of tolls, rates, and duties.

8. To purchase by compulsion or otherwise, lands, houses, and hereditaments, for the purposes of the intended railways, and the works connected therewith, and of the Bill, and to vary or extinguish all existing rights and privileges, in any manner connected with such lands, houses, and hereditaments, and all such other rights or privileges as it may be necessary or expedient to vary or extinguish for the purposes of the Bill.

9. To apply to the purposes of the proposed railways and works, and of the Bill, any part of the funds which the Company are now authorised to raise, and which may not be required for the purposes of their now authorised undertaking, and to raise further money for the purposes aforesaid, and for the general purposes of the Company 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.

10. To confer, vary, or extinguish other rights and privileges.

11. And it is also intended by the said Bill to empower the Company on the one hand, and the Poole and Bournemouth Railway Company, and the Ringwood, Christchurch, and Bournemouth Railway Company (hereinafter called the two companies) respectively, or either of them on the other hand, to enter into and carry into effect contracts, agreements, and arrangements, for or with reference to the construction, maintenance, working, and using by the Company of the railways and works of the two companies respectively, or of either of them, or any part thereof, and with reference to the regulation, management, collection, transmission, and delivery 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 to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm, alter, or vary, any agreements which have been or may be made touching any of the matters aforesaid.

12. To authorise and require the Poole and Bournemouth Railway Company to abandon and relinquish the construction of the railways, portions of railways and works following, or some of them, that is to say:—

The railway first authorised by the Poole and Bournemouth Railway Act, 1865, and in that Act called Railway No. 1.

So much of Railway No. 2, authorised by the last-mentioned Act, as lies between the authorised commencement thereof and the junction with that railway as above described of the proposed railway (B), and also so much of the said Railway No. 2 as lies between the junction therewith above described of the proposed railway (D) and the authorised termination of that Railway No. 2.

So much of Railway No. 3 authorised by the Poole and Bournemouth Railway Act, 1865, as lies between the authorised commencement thereof and the termination above described of the proposed Railway (G).

And to reduce the capital and borrowing powers of the Poole and Bournemouth Railway Company, and to relieve that Company so far as regards the railway and portions of railway to be relinquished as aforesaid from all penalties and forfeitures to which they would otherwise be liable by reason of the non-completion within the time limited by the last-mentioned Act of the railways thereby authorised, and to authorise the payment and transfer to that Company of all or some part of the sum of £12,272 14s. 7d. Bank annuities transferred into the name and with the privity of the Accountant General of the Court of Chancery of England in respect of the application to Parliament for the last-mentioned Act, and to amend or modify the 30th and 31st sections of that Act accordingly.

13. And it is also intended by the said Bill to empower the Company to run over, work and use with their engines and carriages and for the purposes of their traffic of every description the railways and portions of railways following, or some of them, that is to say:—

The railways authorised by the Poole and Bournemouth Railway Act, 1865, or so much thereof as will not be abandoned under the provisions of the said Bill.

The Railways of the Ringwood, Christchurch, and Bournemouth Railway Company.

14. And it is intended so far as may be

necessary or desirable for any of the purposes of the said Bill, to amend the provisions of the several Acts of Parliament following, or some of them, that is to say, 4 and 5 Wm. IV., cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 94, 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. 3rd, cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., caps. 99 and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 122, 177, and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 24, 72, 121, and 136; 21 and 22 Vict., caps. 56, 58, 67, 89, and 101; 22 Vict., cap. 3; 22 and 23 Vict., caps. 31, 44, 81, 95, and 134; 23 and 24 Vict., caps. 92, 103, 124, 158, and 185; 24 and 25 Vict., caps. 111, 220, and 234; 25 and 26 Vict., cap. 42, 71, 78, 143, 152, 165, and 227; 26 and 27 Vict., caps. 90, 109, 192, and 208; 27 and 28 Vict., caps. 87, 166, 174, and 227; and 28 and 29 Vict., caps. 89, 102, 103, 104, 268, and 304, relating to the Company; 22 and 23 Vict., cap. 95, and 26 and 27 Vict., cap. 173, relating to the Ringwood, Christchurch and Bournemouth Railway Company, and the Poole and Bournemouth Railway Act, 1865.

15. And notice is hereby further given, that on or before the 30th day of November, 1865, plans and sections of the intended railways and works, together with a book of reference to such plans, a published map, with the line of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, with the Clerk of the Peace for the county of the town of Poole, at his office at Poole, and with the Clerk of the Peace for the county of Southampton, at his office at Winchester; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish, and extra-parochial place, from, in, through, or into which the said railways and works will be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence; and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

And that on or before the twenty-third day of December next printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1865.

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

Guardian Fire and Life Assurance Company.

(Amendment of Act; Investment of Moneys; Power to acquire business of and to amalgamate with other Assurance Companies; Alteration and Enlargement of the Powers of the Company and of the Directors.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next session for an Act for the following purposes, or some of them, that is to say:—

To amend the local and personal Act, 13th

and 14th Victoria, chapter 25, intituled "The Guardian Assurance Company's Act, 1850," or some part or parts thereof, and to re-enact parts thereof with amendments, and (so far as may be necessary or expedient) to alter and amend the powers and provisions of the Deeds of Settlement of the Guardian Fire and Life Assurance Company (hereinafter called the Company) bearing date respectively the 17th day of December, 1821, and the 26th day of July, 1822.

To alter and regulate the existing capital of the Company, and the terms and conditions on which it may be held, to enable the discontinuance of further additions to existing capital and the reduction of the present amount of the capital of the Company, and to enable the distribution of further profits beyond the amount already authorized to be distributed.

To make further provisions for the investment of the moneys of the Company, and to authorize the purchase of offices and places of business elsewhere than in London.

To empower the Company or the Court of Directors from time to time, upon such terms and conditions as may be agreed upon, to acquire by purchase, or otherwise, all or any part of the property and business of any other Fire or Life Assurance Company or Society, and to enable the Company to amalgamate with any other such Company or Society, and to enable any such other Company or Society to sell or dispose of all or any part of their property and business to the Company, and to empower the respective Companies or the Directors thereof, to make such arrangements as regards alteration of amount of capital and otherwise as may be requisite or deemed expedient for the purposes aforesaid.

To enable the Company to make bye-laws, rules and regulations for the conduct of their business and affairs, and with the consent of a specified proportion of policy holders affected thereby, to make alterations in the laws and regulations as to alteration of amount of capital and otherwise, as and when deemed expedient.

To alter and fix the number and qualification of Directors, to alter and amend the existing provisions as to election and going out of office of Directors, their remuneration and powers, and to authorize the issue of policies, assuring payments during illness from accident, or from death arising from accident, and the keeping of separate funds to answer such policies and payments if deemed expedient.

To authorize the possession and use of a common seal, and to amend and alter the provisions of the before-mentioned Act as regards the vesting of the assets of the Company in the trustees thereof, and as to policies and annuities held by trustees or mortgagees, or other persons not having the entire beneficial interest therein.

To vary the existing regulations of the Company as to the meetings of the Company and the mode of convening the same.

To enable the Company or the Court of Directors to comply with any rules and regulations in force in any British colony or foreign States, and which it may be necessary to comply with before opening an office of the Company in such colony or State.

To confer upon the Company and the Directors thereof further powers, rights, and privileges for enabling the Company and the Directors of the Company the better to carry on, manage and regulate the business of the Company, and to confer on the Company and the Directors of the Company, and also to vary or extinguish other rights and privileges.

Printed copies of the proposed Act will be

No. 23040.

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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, 1865.

Parkin and Pagden, Lincoln's-inn, Solicitors to the Company.

Loch and Maclaurin, 8, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1866.

Grange and Cartmel District Gas and Water-works.

(Incorporation of Company; Powers to Furness Railway Company and affecting their undertaking.)

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

To incorporate a Company (herein referred to as "the Company"), and to confer upon them all necessary powers and authorities for supplying with gas and water the following places, or some of them, that is to say: Grange, Lindale, Kent's Bank, Cark, Flockburgh and Cartmel, and the neighbourhood of those places within the parish of Cartmel, in the county of Lancaster, and also Arnside and the neighbourhood thereof, in the township and parish of Beetham, in the county of Westmoreland.

The Bill will for the purposes thereof confer upon the Company the following, or some of the following, among other powers:—

To erect and maintain gas works, with all necessary buildings, retorts, machinery, apparatus and conveniences, upon land situate partly within the township of Meathop and Ulpha, in the parish of Beetham, in the county of Westmoreland, and partly in the extra-parochial place formerly known as Meathop Marsh, adjoining the township of Broughton East, in the parish of Cartmel, in the county of Lancaster, and which said land is bounded as follows:—On the south by the Ulverstone and Lancaster section of the Furness Railway, for a distance of 200 yards measured along the railway on each side of the bridge which carries that railway over the river Winster, on the east by an imaginary line drawn a distance of 200 yards at right angles from the easternmost point of the southern boundary, on the west by an imaginary line drawn a distance of 200 yards at right angles from the westernmost point of the said southern boundary, and on the north by an imaginary straight line drawn so as to connect the said east and west boundaries at the northerly ends thereof.

To purchase, and if need be by compulsion, the before mentioned land, and also by agreement or compulsion other land situate in the said township of Meathop and Ulpha, in the said parish of Beetham, and in the before mentioned extra-parochial place, and to take also land on lease.

To manufacture gas and to sell and dispose of the coke and other residuum and products arising from such manufacture, and to manufacture, purchase, or hire gas meters and gas apparatus, and to sell or let the same, and to lay down and maintain the gas mains and pipes in, through, across and under, and for that purpose to break up and interfere with streets, roads, ways and places, and to interfere with sewers, drains, water pipes and gas pipes within the limits of the Bill.

To acquire the right to lay down and maintain the said pipes in, upon and under a certain occu-

pation road leading from or near the proposed site of the gas works, to Low Meathop Farm and the town or village of Lindale.

To acquire the right to lay down and maintain the said mains and pipes over, under and across the said Ulverstone and Lancaster Railway, and also along the said railway and at the sides thereof.

To construct and maintain the following waterworks:—A main pipe or aqueduct, to commence at the River Winster, in the township of Meathop and Ulpha, in the parish of Beetham, in the county of Westmoreland, at a point about 400 yards measured up the said river from a bridge called Wilson House Bridge, to pass thence through the said township and parish, and to terminate in that township and parish at or near where the said River Winster is crossed by the said Ulverstone and Lancaster section of the Furness Railway.

A main pipe or aqueduct, to commence in the said township and parish, from and out of the before mentioned pipe or aqueduct, at its termination, to pass thence through or into the following parishes, townships and places, viz.: Meathop and Ulpha, in the said parish of Beetham, the extra-parochial place formerly known as Meathop Marsh, and the township of Broughton East, in the said parish of Cartmel, or some or one of them; and to terminate in the said township of Broughton East, in the proposed reservoir next hereinafter described.

A reservoir to be situate in the said township of Broughton East, and in Brown Robin Wood, about 100 yards in an easterly direction from the stables and farm buildings connected with Blawith Cottage, belonging to William Edward Maude, Esq., and occupied by Piers Frederick Leigh, Esq.

A main pipe or aqueduct to commence from and out of the same reservoir, to pass thence through and into the said township of Broughton East, and to terminate in that township at the public road which is crossed on the level by the said Ulverstone and Lancaster Railway near the Grange station.

To take, use, and appropriate for the purposes of the waterworks, the waters of the said river Winster, in the said township of Meathop and Ulpha, in the said parish of Beetham, and in the township of Upper Allithwaite, in the said parish of Cartmel. And also all such springs, streams, and waters as may be found in, upon, or under any lands to be acquired or held by the Company, under the waterworks powers of the said Bill.

To construct and maintain in the before mentioned townships, parishes, and places or some of them, for the purposes of the waterworks, all needful mains, pipes, conduits, culverts, wells, adits, cuts, drains, sluices, engines, filtering beds, weirs, and other works, and to lay down and maintain pipes in, over, and under streets, roads, lanes, bridges, railways, and other public passages and places, and for the purposes aforesaid to purchase by compulsion and by agreement, and to take on lease lands, houses, springs, streams, waters, and other hereditaments, and to take and acquire easements over and under any lands, houses, and other property.

To demand and take rates, rents, and charges for the sale and supply of gas and of water, and the sale and hire of gas meters and fittings, and to exercise all such powers rights, and privileges as are usually conferred upon gas or water companies, or which may be necessary or expedient in carrying into execution any of the objects of the Bill.

To authorise the Furness Railway Company to contribute towards the cost of constructing the

proposed gas and water 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 authorised capital, and to enable the said Company to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

The Bill will vary and extinguish all existing rights and privileges which would in anywise interfere with any of the objects of the Bill; 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 Gas Works Clauses Act, 1847," and "The Water Works Clauses Act, 1847 and 1863," and the Bill will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Furness Railway Company, namely: "The Furness Railway Act, 1855," "The Coniston Railway Act, 1857," "The Furness Railway Act, 1862," "The Furness and Coniston Railways Amalgamation Act, 1862," "The Ulverstone and Lancaster Railway Act, 1851," "The Ulverstone and Lancaster Railway Act, 1858," "The Furness and Midland Railway Act, 1863," "The Furness Railway and Barrow Harbour Act, 1863," and "The Furness Railway Act, 1865."

Duplicate plans and sections showing the line or situation and levels of the intended waterworks, and the lands in or through which the same will be made, and the waters intended to be taken and diverted, and plans also showing the lands sought to be acquired for the purpose of the gas works, with books of reference to the said respective plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands, houses, and other property which may be taken under the powers of the Bill, and also a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Lancaster, at Preston, and at the office of the Clerk of the Peace for the county of Westmoreland, at his office at Appleby, and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended water works will be made or be situate, or in which any lands or houses intended to be taken are situate, and a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, then with the parish clerk of the parish immediately adjacent 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, 1865.

Richard Roper, Kirkby Lonsdale, } Solicitors
T. A. and J. Grundy and Co., } for the
Manchester. } Bill.

Wrexham and Minera Railway.

(Power to transfer to London and North Western and Great Western Railway Companies jointly the rights, powers, and privileges of Wrexham and Minera Railway Company in respect of

Railway No. 1, authorized by "The Wrexham and Minera Railway Act, 1865," or otherwise to enable those Companies to purchase or acquire that Railway; to abandon Railway No. 2, authorized by that Act; Amendment of Acts.)

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

To transfer to and vest in the London and North Western and Great Western Railway Companies jointly the whole rights, powers, and privileges of the Wrexham and Minera Railway Company (hereinafter called "The Company"), with respect to the Railway No. 1, authorized by "The Wrexham and Minera Railway Act, 1865," or otherwise to enable the Company to sell to the said London and North Western and Great Western Railway Companies jointly, and to enable those Companies jointly to purchase or otherwise acquire the said Railway No. 1, and the stations, works, property, rights, powers, privileges, and conveniences connected therewith upon such terms and conditions as to such transfer, vesting, sale, purchase, or acquisition as have been or may be agreed upon, or as may be fixed, ascertained, and determined in and by the said intended Act.

To enable the Wrexham and Minera Railway Company to abandon and relinquish the construction of the Railway No. 2, authorized by "The Wrexham and Minera Railway Act, 1865," such Railway No. 2 being authorized to commence by a junction with the branch railway which diverges from the Mold branch of the Chester and Holyhead Railway (commonly called the Fridd or Leeswood branch), in the parish of Treiddyn, and to terminate by a junction with the said Mold Branch Railway, in the parish of Mold, all in the county of Flint.

To authorize the London and North Western and Great Western Railway Companies respectively to apply their corporate funds, or any funds which they are by "The Wrexham and Minera Railway Act, 1865," authorized to raise for all or any of the purposes of the said intended Act.

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

To alter, amend, and enlarge or repeal, so far as may be necessary for the purposes of the said intended Act, "The Wrexham and Minera Railway Act, 1861," "The Wrexham and Minera Railway Act, 1865;" also the local and personal Act 8 and 9 Vic. cap. 36, and the several other Acts relating to the London and North Western Railway Company, and the local and personal Act 5 and 6 Wm. IV. cap. 107, and the several other Acts relating to the Great Western Railway Company.

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

Dated this 8th day of November, 1865.

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

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

In Parliament—Session 1866.

Presteign, Clun, and Bishops Castle Railway.

(Railways between Presteign and Clun, and Craven Arms; Powers to neighbouring Companies and over Central Wales and Shrewsbury and Hereford Railways.)

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

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

No. 1. A railway to commence in the parish of Presteign, in the county of Radnor, by a junction with the Railway No. 1, authorised by "The Kington and Eardisley (Extension to Presteign) Act, 1864," in or near a field numbered 31 in the said parish on the plans deposited with relation to the said Act, and terminating in the parish of Clun, near the town of Clun, to the north-east of the turnpike gate, on the turnpike road leading from Clun to Craven Arms, in a field known as the "Pool Meadow," belonging to Philip Morris, Esquire. The said railway will pass through the parishes, townships, extra-parochial and other places following, or some of them, viz.:—Presteign, in the county of Radnor; Presteign, Combe, Lower Kinsham, Upper Kinsham, Kinsham, Byton, Over Lye and Yatton, Amestrey, Wigmore, Lingen, Marlow Heath and Jay, Walford and Letton, Newton, Adforton and Paytoe Stanway, The Grange, Brakes, Kinton Whitton and Trippleton, Leintwardine, Upper and Lower Pedwardine, Boresford, Brampton-Brian, Buckton and Coxhall Bucknell and Leintwardine, in the county of Hereford; and Marlow Heath, Jay, Leintwardine, Bucknell Bedstone, Hopton Castle, Hopton Heath and Clungunford, Clun Clunton, Coston Clunbury and Coston Abcott, Beckjay, Broadward, Shelderton, Purslow, Hundred House, Little Brampton, Twitchen and the borough of Clun, all in the county of Salop.

No. 2. A railway, commencing by a junction with the railway hereinbefore lastly described, in the said parish of Bedstone, in the county of Salop, at a point on the west side of, and about one chain distant from, the Central Wales Railway, and about 60 chains south of the centre of the passenger platform at Hopton Heath station, and terminating by a junction with the said Central Wales Railway about 20 yards southward of the same passenger platform in the parish of Clungunford, in the said county of Salop, and will pass through Leintwardine, Bedstone, Hopton Castle and Clungunford, in the county of Salop, and of Leintwardine, in the county of Hereford.

No. 3. A railway commencing by a junction with Railway No. 1, hereinbefore described in the said parish of Hopton Castle, in or near a field called Bulland's Meadow, the property of the Reverend Theodore Beale, and in the occupation of Mr. William Wellings, and terminating in the same parish by a junction with Railway No. 2, at about 17 chains south of the termination thereof, hereinbefore described, near the said passenger platform, and passing through Leintwardine, Hopton Castle, Bedstone, and Clungunford; in the county of Salop, and Leintwardine, in the county of Hereford.

No. 4. A railway commencing in the said parish of Hopton Castle by a junction with the Railway No. 2, at or near the spot hereinbefore described, as the termination of Railway No. 3, and terminating in the parish of Stokesay, in the county of Salop, by a junction with

the Railway No. 2, authorised by the Bishops Castle Railway (Extension to Craven Arms, &c.) Act, 1865, in a field No. 1 on the plans deposited in respect of that railway, and passing through Leintwardine, Hopton Castle, Clungunford, Clunbury, Obley, Clunton and Kempton, Hopesay, Sibdon, Carwood Stoke-say, all in the county of Salop, Marlow Heath and Jay and Leintwardine, in the county of Hereford.

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 or 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 empower the Company and all Companies and persons lawfully working or using the said intended railways, any or either of them, or any part thereof respectively, to run over, work and use, with their respective engines and carriages, and for the purpose of traffic of any description, upon rates, payments, terms and conditions to be agreed or to be settled by arbitration, or to be prescribed by the Bill:

1. So much of the Central Wales Railway as lies between the junction therewith of Railway No. 2, hereinbefore described, and the junction (at or near the Craven Arms Station) of the Central Wales Railway with the Shrewsbury and Hereford Railway, together with the Craven Arms Station of the Shrewsbury and Hereford Railway, and so much of the last-named railway as will give access to the same station; and also so much of the Central Wales and of the Shrewsbury and Hereford Railways, and of the sidings and junctions thereof respectively, as will give access from the said proposed Railway No. 2 to the Bishops Castle Railway; and all other stations, sidings, warehouses, buildings, booking and other offices, approaches, watering places, sheds, standing room for engines, works, and conveniences, water supply, telegraphs, signals, and machinery, in and upon the said portion of the Central Wales Railway, and the Shrewsbury and Hereford Railways respectively, or any part thereof, and to require the Companies and persons owning and working those railways and portions of railways respectively, to afford and render all services and facilities for the purposes aforesaid.

To enable the Company on the one hand, and the London and North Western, the Great Western, the Kington and Eardisley, the Bishops Castle, and the Central Wales Railway Companies, being called the five Companies, any or either of them, on the other hand, from time to time, to enter into agreements with respect to the working, use, management, and maintenance, of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made and the conditions to be performed with respect to such working, management, and maintenance, the interchange, accommodation, and convey-

ance, 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 make provisions for facilitating the interchange and transmission from, to, over, and beyond, the railways of the Company, and the respective railways of the five Companies, and for securing through booking, through engines, carriages, and waggons, on mileage rates from, to, over, and beyond, those railways respectively, or any of them; also for fixing or ascertaining and settling the tolls, rates, and sums, to be levied or charged, and the terms and conditions to be imposed for and in respect of any of the purposes aforesaid, and to make such alterations and reductions of the tolls, rates, and charges, to be levied upon such railways, or any of them, as may be necessary or expedient, and to enable the Company and the five Companies, or any or either of them, from time to time, to enter into agreements with respect to all or any of the matters aforesaid, and to confirm or otherwise sanction, any such agreements as may have been entered into previously to the passing of the said Bill, or, in default of agreement, to confer all necessary powers for effecting the objects aforesaid, or any of them, by arbitration or otherwise.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following, and of any other Acts following (that is to say):—3rd and 4th William IV., cap. 36; 9th and 10th Vict., cap. 204; and the several other Acts relating to the London and North Western Railway Company:—5th and 6th William IV., cap. 7; 8th and 9th Vict., cap. 184; 23rd and 24th Vict., cap. 81; 26th and 27th Vict., cap. 113; and the several other Acts relating to the Great Western Railway Company; the 9th and 10th Vict., cap. 395, and 25th and 26th Vict., cap. 198; and the several other Acts relating to the Shrewsbury and Hereford Railway Company; the 24th and 25th Vict., cap. 103; and the several other Acts relating to the Bishops Castle Railway Company: 21st and 22nd Vict., cap. 19; 22nd and 23rd Vict., cap. 121; 23rd and 24th Vict., cap. 141; and the 26th and 27th Vict., cap. 79; and all other Acts relating to the Central Wales Railway Company; and the 58th George III., cap. 63; 25th and 26th Vict., cap. 67; and the 27th and 28th Vict., cap. 199; and all other Acts relating to the Kington and Eardisley Railway Company.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also a published map with the lines of 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 Salop, at his office at Shrewsbury, and with the Clerk of the Peace for the county of Hereford, at his office at Hereford, and the Clerk of the Peace for the county of Radnor, at his office in Presteign; 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 property are intended to be taken, and a copy of the notice will be deposited with the parish clerk of each such parish, at his residence, and, in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 9th day of November, 1865.

*Stephens and Bellamy, Pres-
teign;* } Solicitors
Thos. Griffiths, Bishops Castle } for the Bill.

In Parliament—Session 1866.

Briton Ferry Gas and Coke Consumers' Company (Limited).

(Re-incorporation, with powers to maintain works and light Briton Ferry and Baglan Lower with Gas).

NOTICE is hereby given, that "The Briton Ferry Gas and Coke Consumers' Company (Limited)," herein referred to as "the Company," intend to apply to Parliament in the next Session, for leave to bring in a Bill to confer upon them all necessary powers for lighting with gas the parish of Briton Ferry and the hamlet of Baglan Lower, in the county of Glamorgan. And the said Bill will confer upon the Company the following, or some of the following, among other powers:—

To maintain, and from time to time alter, extend, enlarge, and renew the existing gas works of the Company, and from time to time to erect and maintain all necessary buildings, gasometers, retorts, machinery, apparatus, approaches, conveniences and works on the lands and property now held on lease by the Company, and which lands are bounded as follows:—On the north-west by a tramway called Penrose's Tramway, on the east and south by fields called Morfa Bach, belonging to the Countess Dowager of Jersey, and occupied by George Herne, and on the south-west and west by Regent-street.

To purchase and hold lands, and to take the same on lease for the purposes of the gas works, and to sell or grant a lease of any lands acquired by the Company, and not required by them.

To manufacture and sell gas, and dispose of the coke, tar, and other residuum and products arising from such manufacture, and to lay down and maintain pipes in, through, across, and under streets, roads, lanes, bridges, streams, and other public passages and places, and under any railway within any part of the district supplied or to be supplied with gas by the Company; and for that purpose to break up and interfere with such streets, roads, lanes, bridges, streams, and other public passages and places, and also with any sewers, drains, and pipes in, over, or under the same.

To manufacture, purchase, or hire gas meters and gas apparatus, and to sell or let the same; and to levy rates, rents, and charges for the sale

and supply of gas and of gas meters and fittings.

To dissolve the Company as it now exists, and to cancel the deed under which the Company are at present acting, and to re-incorporate the Company; and for that purpose to extend thereto the provisions, or some of the provisions, of "The Companies Clauses Consolidation Act, 1845."

To change, if deemed expedient, the name of the Company, and to enable them to raise further capital by shares and by loan, and to attach to such shares a preference or priority of dividend over the existing shares of the Company, and to alter and regulate the existing capital of the Company.

The Bill will enable the Company and the Briton Ferry Local Board to contract and agree as to the lighting of the public lamps within the district under the jurisdiction of the said Local Board; and the Bill will confer similar powers upon the Company and the public authorities in whom the streets and roads in Baglan Lower may for the time being be vested.

The Bill will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts (Amendment) Act 1860," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and of "The Gas Works Clauses Act, 1847;" and it will confer upon the Company all other rights and privileges 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 those 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, 1865.

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

Commercial Gas Company of Ireland (Limited).

(Dissolution and Re-incorporation of Company; Limits of Supply; Further Powers; Construction of Gas Works and Supply of Gas; Amalgamation with the Alliance and Dublin Consumers Gas Company; Purchase of Works of the United General Gas Light Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to confer on the Commercial Gas Company of Ireland (Limited), hereinafter called "the Company," which was established by Memorandum of Association, and registered the 4th day of February, 1864, the following or some of the following powers, that is to say:—

To manufacture, supply and light with gas the city of Dublin, the towns or townships of Kingstown, Blackrock, Dalkey, Dundrum, Rathmines, and the Pembroke township, and such of the neighbouring towns or places as are included within the Metropolitan District of Dublin, together with the undermentioned parishes, Clontarf, Artane, Clonturk, and Drumcondra, in the barony of Coolock and Taney, Kill and Killiney, in the barony of Rathdown, all of which places are in the county of Dublin.

From time to time to erect, lay down, provide, maintain, continue, improve, alter, extend, abandon and discontinue, or renew all necessary buildings, mains, pipes, retorts, receivers, gasometers, and other gas making apparatus and machinery,

with all necessary approaches, conveniences and other works within the several places hereinafter mentioned, and the limits thereof respectively (that is to say) :—

1st. At Dundrum, in the county of Dublin, within the limits hereinafter mentioned (that is to say), on that piece or plot of ground adjoining the railway station of the Dublin, Wicklow and Wexford Railway at Dundrum, situate in the townland of Dundrum, in the parish of Taney, barony of Rathdown and county of Dublin, containing in depth from front to rear, on the west side, 100 feet, on the east side 100 feet, containing in breadth at the southern end or extremity 100 feet, and at the northern end thereof, 50 feet bounded on the north and east by ground in the possession of the Dublin, Wicklow and Wexford Railway Company; on the south by a garden in the possession of Alexander Ballantine, and on the west by a slaughter-house and yard in the possession of Robert Kelly, by a cottage, shed and yard, in the possession of Edward Courtney; by two cottages in possession of Patrick Fanning and Patrick Meagher; by a garden in the possession of Mrs. Ellen Warren, and by two lanes off the main street of Dundrum.

2. At Old Dunleary, in the township of Kingstown, within the limits hereinafter mentioned (that is to say), on that plot of ground in Old Dunleary, containing 2a. 1r. 32p. statute measure or thereabouts, bounded on the north by a proposed public road from Monkstown to Kingstown, and measuring in front along said proposed road 775 feet, with a rere to the base of the high bank and slope at the south, bounded on the west by the holding of the United General Gas Light Company, commonly called the Hibernian Gas Light Company; and on the east and south-east by the base of the high bank and slope commonly called and known as the Pig-bank, and on the south by the base of the high bank and slope aforesaid, abutting on the high road from Dublin to Kingstown, and which said plot of ground and premises are situate in the parish of Monkstown, in the barony of Rathdown, and in the county of Dublin.

3. In the borough of Dublin, within the limits hereinafter mentioned (that is to say) upon that piece or plot of ground known as lot 131 on the map of North Lots, in the city of Dublin, containing about 5 acres, 2 roods, and 26 perches statute measure, bounded on the south-east by the high road or quay at the eastern end of the North-wall, on the south-west by the Dublin Bottle Works Company, on the north-west by land in the occupation of William Marsom and Garrett Kavanagh, and on the north-east by land in the possession of Philip Brady, which said piece or plot of ground is situate in the parish of Saint Thomas, and city of Dublin, together with all such roads, approaches, and conveniences connected therewith, on or over the adjoining lands as may be necessary or required.

To manufacture, store, and supply gas, and to manufacture, convert, and dispose of the coke residuum and other products arising from such manufacture, or which can or may be manufactured, compounded, or produced from the materials employed in, or resulting from such manufacture, and to supply gas for public or private purposes within the limits of the said city and metropolitan police district of Dublin, and the several townships, parishes, and places aforesaid.

To lay down and maintain, and from time to time renew mains, pipes and other apparatus and works in, upon, through, by, or under the several turnpike and other roads, highways, streets,

lanes, passages, rivers, bridges, watercourses, and places within the limits of the said city and metropolitan police district, and the several townships, parishes, and places aforesaid, and for such purposes to open, break up, alter, cross, interfere with, and divert such turnpike and other roads, highways, streets, lanes, passages, bridges, rivers, watercourses, and other places within such limits, and also any sewers, drains, and pipes, on, over, or under the same.

To hold, purchase by agreement, and take on lease or in fee simple lands, houses, and other property conveniently situated for the purposes of their undertaking, and to sell or let on lease lands so acquired by them, and not required for the purposes of their undertaking.

To enter into contracts or agreements with the Municipal Corporations of the city of Dublin, with Town Commissioners, Companies and other public and local bodies, for, or with reference to, the supply of gas within the limits of the intended Act, and to confer on the said Municipal Corporation, and on such Town Commissioners and other public and local bodies corresponding powers to contract and agree with the Company, and to confirm contracts already entered into, and to authorise the said Corporation, Town Commissioners, Companies, and other public and local bodies for the purpose of any such contracts, to apply their funds and any rates they may levy, and to mortgage such funds and rates.

To raise money by way of mortgage on the credit of the undertaking for the time being of the Company, and otherwise to regulate and manage the affairs of the Company.

To alter, enlarge, amend, or annul the said Memorandum of Association, and Articles of Association, and to dissolve and re-incorporate the Company by the provisions of the intended Act, under its present or some other name, and to alter and regulate the share capital of the Company, and to increase the same by the creation and issue of new shares, and to attach to such shares certain preference or priority in payment of interest or dividends, and to confer other powers on the Company.

To authorise the union and amalgamation of the undertaking, works, conveniences, lands, property, rights, powers, privileges and benefit of agreements, debts and liabilities, and of the proprietary, stocks and shares of the Company, with those of the Alliance and Dublin Consumers Gas Company, and to empower the Company to transfer to the said Alliance and Dublin Consumers Gas Company the undertaking, works, conveniences, land, property, rights, powers and privileges of the Company, and to authorise such union or amalgamation respectively upon such terms and conditions, and for such consideration respectively as have been, or may be agreed upon, or may be prescribed by the said intended Act, and in the event of such amalgamation the whole powers intended to be conferred by the said Act on the Company will be conferred on the Company so amalgamated with.

To enable the amalgamated Company to purchase upon such terms as have been or may be arranged or agreed upon, or as may be prescribed by the intended Act, the existing gas works and property, rights, credits and effects of the United General Gaslight Company (commonly called the Hibernian Gaslight Company), in the counties of Dublin and Wicklow, or any portion of their said gas works, property, rights, credits, and effects, or to amalgamate with the said United General Gaslight Company, and to maintain, continue, alter, and reconstruct the gas works or any por-

tion thereof, which may be so purchased, leased, or amalgamated as aforesaid.

To agree and enter into contracts with the said United General Gaslight Company and the said Alliance and Dublin Consumers Gas Company, or either of them, for, or with reference to, the gas works of the Company, and of the companies respectively or any portion thereof, or for or with reference to any of the objects of the intended Act or any incidental matters.

To alter, vary, amend, or repeal, so far as it may be requisite or desirable for any of the purposes of the intended Act, the provisions, or some of them, of the Letters Patent of the United General Gaslight Company, bearing date the 31st day of March, in the first year of the reign of King William the 4th, and the provisions or some of them several local and personal Acts of Parliament following (that is to say)—1 Geo. 4 c. 65; 4 Geo. 4, c. 38; 4 Geo. 4, c. 52; 4 Geo. 4, c. 99; 5 Geo. 4, c. 42; 10 Geo. 4, c. 52; and 5 Wm. 4, c. 42, relating to the United General Gaslight Company or to the companies now represented by that Company, and the 10th and 11th Vic., c. 42, relating to the Alliance and Dublin Consumers Gas Company, and if necessary or desirable for the purposes of the intended Act, to wind up the affairs of the said United General Gas Light Company, and of the Company or either of them, and to provide for the dissolution of the said Companies or of the Company.

To manufacture, sell, let, or deal in pipes, meters, fittings, and articles connected with the manufacture of gas, or for the supply or use of gas, and to levy and collect by distress or otherwise rates or rents for the supplying of gas, for the use of meters, lamps, and other apparatus. To confer, vary, or extinguish exemptions from payments of rates or rents, and to confer, vary, and extinguish other rights and privileges, and to confer on the Company all necessary powers and authorities for the purpose of the intended Act, and to authorise the Company to carry on all the business of a gas light and coke and residual product company within the limits aforesaid.

To incorporate with the intended Act all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Lands Clauses Consolidation Act, 1845, the Gas Works Clauses Act, 1847, the Lands Clauses Consolidation Acts Amendment Act, 1860, and the Companies Clauses Act, 1863; and to confer on the Company all other powers usual or desirable for the purposes of the intended Act.

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

Dated this 7th day of November, 1865.

D. and T. Fitzgerald, 20, St. Andrew-street, Dublin, Solicitors for the Bill.
Holmes and Co., 18, Abingdon-street, Westminster, Parliamentary Agents.

Caledonian Railway.

Stonehouse and Galston Branches.

(Construction of Railway from the Stonehouse Branch of the Caledonian Railway to Galston, with a Branch to the Glasgow and South Western Railway Company's Newmilns Branch; 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 (hereinafter called 'the Company'), to make and maintain the following railways, or one of them, or

part thereof, and all proper stations, approaches, roads of access, and other works and conveniences in connection therewith respectively; that is to say,—

First, A railway (hereinafter called 'Line No. 1') commencing by a junction with that portion of the Company's undertaking called the Stonehouse Branch, at or near the south-western termination thereof near Cot Castle Farmstead, in the parish of Stonehouse and county of Lanark, and terminating at or near a point in the parish of Loudoun and county of Ayr, about two chains north-westward from the westmost house in the parish of Galston, on the northern side of Titchfield Street in Galston; which Line No. 1, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Stonehouse and Avondale in the county of Lanark, and of Loudoun and Galston in the county of Ayr, or some of them.

Secondly, A railway (hereinafter called 'Line No. 2') commencing by a junction with Line No. 1 at or near a point in the parish of Loudoun and county of Ayr near the southern side of the turnpike-road which leads from Galston to Newmilns, and about one furlong and a half westward from the Toll-house on the said road near the western end of the village of Newmilns, and terminating in the parish of Galston and county of Ayr, by a junction with the Glasgow and South-Western Railway Company's Branch Railway to Newmilns, at or near a point about one furlong north-westward from the houses called Stonygate; which proposed Line No. 2, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Loudoun and Galston, in the county of Ayr, or one of them.

And notice is further given, that duplicate plans and sections, describing the lines, situation, and levels of the said proposed railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said plans, and which may be required to be taken for the purposes of the said works, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and a published map with the lines of the proposed railways delineated thereon so as to show their general course and direction, and a copy of this Notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November instant, be deposited for public inspection in the offices at Hamilton and Glasgow respectively, of the principal Sheriff-Clerk of the county of Lanark, and in the offices at Kilmarnock and Ayr respectively, of the principal Sheriff-Clerk of the county of Ayr: and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes before specified respectively, with a copy of this Notice as published in the London and Edinburgh Gazettes will also, on or before the thirtieth day of November instant, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each of the said parishes, at the usual place of abode of such Schoolmaster or Session-Clerk.

And notice is further given, that it is intended by the said Bill to empower the Company to deviate, in the construction of the said proposed railways, from the lines and levels delineated on the plans and sections intended to be deposited

as aforesaid, to such an extent as will be defined on the said plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, 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 proposed railways or any of the works and conveniences connected therewith.

And it is further intended by the said Bill to empower the Company to purchase, compulsorily and otherwise, the lands, houses, and other property, required for the purposes aforesaid; to convey passengers, goods and other traffic on the said proposed railways; to levy tolls, rates, and charges for the use of the said railways and relative works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is further intended by the said Bill to empower the Company, and the owners of and other parties interested in the lands, houses, and other property required for the said proposed railways and other works, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the Company of such lands, houses, and other property absolutely or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights, and privileges which may affect or be affected by the construction, maintenance or use of the said proposed railways and other works; and for the use of the said railways and other lines of railway communicating therewith; and as to the tolls, rates, and charges, to be levied thereon respectively; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

And it is further intended by the said Bill to empower the 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 Company, and subject, as regards preference shares or stock, to such powers of redemption (by the substitution of ordinary shares or stock, to be created under the powers of the Bill, or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond, or cash-credit; and to fund or issue debenture stock in lieu of the money so borrowed or authorized to be borrowed.

And it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, and rights, privileges and exemptions, which may in any manner impede or interfere with the objects aforesaid, or any of them, and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

And for these and other purposes, it is intended by the said Bill to amend "The Caledonian Railway Act, 1845," and the several Acts relating to the Caledonian Railway Company, and to the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the ninth and tenth,

the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty.

And notice is 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 1st day of November, 1865.

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

Caledonian Railway.—Extension to Largs.

(Construction of Railway from Greenock and Wemyss Bay Railway at Wemyss Bay to Largs; Running Powers and Facilities over Greenock and Wemyss Bay Railway; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to empower the Caledonian Railway Company (hereinafter called "the Company") to make and maintain a railway, and all proper stations, approaches, roads of access, and other works and conveniences connected therewith, commencing by a junction with the Greenock and Wemyss Bay Railway at or near a point in the parish of Innerkip and county of Renfrew, about eleven chains northward from the northern end of the passenger shed of the station of the said railway at Wemyss Bay and terminating on the northern side of Nelson street, Largs, at or near a point in the parish of Largs, about half a chain westward from the junction of Wilson street, Largs, with Nelson street aforesaid; 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 parishes of Innerkip in the county of Renfrew, and Largs in the county of Ayr, and in the Parishes of Clyde in, or *ex adverso* of the said parishes respectively.

And notice is further given, that duplicate plans and sections describing the line, situation, and levels of the said proposed 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, 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, leasees or reputed leasees, and occupiers of such lands, houses, and other property, and a published map with the line of the proposed railway delineated thereon, so as to show its general course and direction, and a copy of this notice, as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November instant, be deposited for public inspection in the offices at Paisley and Greenock respectively of the principal Sheriff-Clerk of the county of Renfrew, and in the offices at Ayr and Kilmarnock respectively of the principal Sheriff-Clerk of the county of Ayr, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes before specified respec-

tively, with a copy of this notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the Session-Clerk of each such parish, at the usual place of abode of such schoolmaster or Session-Clerk.

And notice is further given that it is intended by the said Bill to empower the Company to deviate in the construction of the said proposed 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, watercourses, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said proposed railway, or any of the works and conveniences connected therewith.

And it is further intended by the said Bill to empower the Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the several purposes aforesaid; to convey passengers, goods, and other traffic on the said proposed railway; to levy tolls, rates, and charges for the use of the said proposed 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 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 railway and other 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 raise money for the purposes of the said proposed railway and other works, 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 creation and substitution of ordinary shares or stock or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond, or cash-credit; and to fund or issue debenture stock in lieu of the money so borrowed or authorized to be borrowed.

And it is further intended by the said Bill to empower the Company, and all other Companies and persons lawfully using the said proposed railway, to run over and use with their engines and carriages, and to use with their clerks, officers, and servants, the Greenock and Wemyss Bay

Railway, and the extension thereof, and the stations, booking-offices, sidings, watering-places, pier, and other works and conveniences connected therewith, or any part thereof, for the purposes of traffic between the said proposed railway on the one hand, and any of the other railways of the Company, or the said Greenock and Wemyss Bay Railway or Extension or Pier on the other hand, upon such terms and conditions, and on payment of such tolls, rates, rent, or other consideration as may be agreed upon, or settled by arbitration, or defined by or under the powers of the said Bill; as also to provide facilities for the forwarding of such traffic over the said Greenock and Wemyss Bay Railway and Extension and Pier, or any part thereof, upon such terms and conditions as may be agreed upon, settled by arbitration, or defined as aforesaid; and for these purposes, to alter the tolls, rates, and charges leviable in respect of the use of the said Greenock and Wemyss Bay Railway and Extension and Pier and Works connected therewith, and of the conveyance of traffic thereon, and to confer, vary, and extinguish exemptions from payment of such tolls, rates, and charges, and other rights and privileges in relation to the said last-mentioned railway and extension and pier and other works, and the use thereof, and the conveyance of traffic thereon.

And it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, and rights, privileges and exemptions which may in any manner impede or interfere with the objects aforesaid, or any of them, and to confer all rights, privileges and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

And, for these and other purposes, it is intended by the said Bill to amend "The Caledonian Railway Act, 1845," and the several Acts relating to the Caledonian Railway Company, and to the undertakings belonging to and held in lease by them, passed in the sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; as also "The Greenock and Wemyss Bay Railway Act, 1862," and "The Greenock and Wemyss Bay Railway Extension Act, 1863."

And notice is 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 twenty-third day of December next.

Dated this first day of November, 1865.

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

Brynmawr Gas Company.

(Incorporation of Company; Powers to supply Gas to the Parish of Llanelly and to the Parcel of Prisk Upper, in the Parish of Llangattock, and to the Parcel of Duffryn Upper, in the Parish of Llangynider, all in the county of Brecon; and to the Parish of Aberystwith, in

the county of Monmouth; Purchase of Lands by Agreement; Purchase of Existing Works.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company for the purpose of manufacturing and supplying gas for public and private purposes, within the parish of Llanelly and the parcel of Prisk Upper, in the parish of Llangatock and the parcel of Duffryn Upper, in the parish of Llangynider, all in the county of Brecon; and the parish of Aberystroth, in the county of Monmouth.

To enable the Company so to be incorporated to carry into effect the objects following, or some of them, that is to say:

To erect, maintain, and use gas works, with all necessary buildings, retorts, machinery, apparatus, and conveniences, upon the pieces of land hereinafter mentioned and described, or some or one of them, or some part thereof, that is to say:

(A) A piece of land, with the cottages and buildings thereon, situate in the said parish of Aberystroth, at or near Cwm Crachen, commonly called or known as Ty Shon Cannon, now or late belonging to and in the occupation of John Williams, and bounded on all parts or sides thereof by lands and buildings belonging to the Right Honourable and Reverend the Earl of Abergavenny, and leased to Messieurs Joseph and Crawshay Bailey.

(B) A piece of land in the said parish of Aberystroth, at or near the new Blaena station on the Monmouthshire Railway and Canal Company's Western Valleys line, and bounded on the northern and eastern sides thereof by that line, on the southern side by a brook or stream, called the Celyn Brook, and on the western side by a brook or stream, called the Ebbw Fach river.

(C) A piece of land in the said parish of Aberystroth, bounded on the north by lands belonging to Messieurs Joseph and Crawshay Bailey, on the south by lands belonging to Ann Macdonnell, and leased to Messieurs Frederick Levick and Robert Simpson; on the east by lands belonging to William Price, and leased to the said Frederick Levick and Robert Simpson; and on the west by a brook or stream, called the Ebbw Fach River.

To purchase by agreement and hold lands and houses, and to take the same, by agreement, on lease.

To manufacture gas, and to sell and dispose of the coke and any other residuum and products arising from such manufacture.

To lay down and maintain mains, pipes, and all other works in, through, across, and under, and for that purpose to break up and interfere with streets, roads, railways, tramways, ways, and places, and to interfere with sewers, drains, water pipes, and gas pipes, within the limits of the intended Act.

To demand and take rates, rents, and charges for the sale and supply of gas, and the sale and hire of gas meters and fittings, and to exercise all such powers, rights, and privileges as are usually conferred on gas companies, or which may be necessary or expedient in carrying into execution any of the objects of the intended Act.

To incorporate with the said Act "The Companies Clauses Consolidation Acts, 1845, and 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 of such respective Acts, and to vary and extinguish all such existing rights and privileges as may be incon-

sistent with the objects of the Act, and to confer, vary, and extinguish other rights and privileges.

To enable the Company to contract and agree with any company, corporation or other public body of officers, or any other person or persons now supplying gas within the parishes and places aforesaid, for the purchase of the works, mains, and pipes of any such company, corporation, or persons, and of their right and property therein, and if necessary to confer upon any such company, corporation, or persons, power to enter into and carry into execution any such contract or agreement with the Company, and to confirm and give effect to contracts and agreements with reference to any of the objects aforesaid.

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

Dated this 7th day of November, 1865.

W. O. Davies, Clerkhowell, Solicitor for the Bill; J. Dorrington and Co., Parliament-street, Westminister; Parliamentary Agents, for the Huntley, Mitcheldean, and Elton Roads.

(Continuation of Term; Consolidation of Districts; Further Powers; Repeal or Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, extend, and enlarge the powers and provisions, or some of the powers and provisions, of an Act passed in the third year of the reign of his late Majesty King William the Fourth, intitled "An Act for repairing and improving the roads through Huntley, from Gloucester towards Ross, in the county of Hereford, and to and from Mitcheldean, and through Westbury-upon-Severn to Newnham and Littledean, in the county of Gloucester, and to continue and extend the term granted by the said Act, on any further term granted by any subsequent Act, in extension of the original term, or to repeal the said Act, and to create a further term, and to make further provision with reference to the said roads, or some part thereof; and power will be taken in the said Bill to continue or alter the tolls, rates, and duties authorized by the said Act to be taken on the said roads; to levy new tolls, rates, or duties thereon, or on some part thereof; to erect additional toll-gates; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties; to extinguish, pay off, compound, or make other arrangements with reference to the mortgages, debts, and other charges on the said roads and tolls, or districts into which the same are divided; to consolidate and unite the separate districts of roads, and the mortgages, debts, and liabilities, in respect of the same; to vary and extinguish some of the rights, privileges, and remedies of the mortgagees and other creditors thereon; or on the districts into which the same are divided; and to confer, vary, or extinguish other rights and privileges.

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

Dated this ninth day of November, 1865.

James Wattle, Solicitor for the Bill.

North Eastern Railway (Yorkshire New Lines) (regulating his affairs and works)

Power to Construct Railways from Knaresborough to Boroughbridge—at Pilmoor, and Malton to Middlesbrough and Guisbrough and Cleveland Branches—the Ayton and North Yorkshire and Cleveland Branches—and at and near York with a Station there—Alteration of Roads at York, Selby, and Hull—Purchase of Additional Lands—Additional Capital—Amendment of Acts and other Purposes.

NOTICE is hereby given that application will be made to the House of Commons in the next session for an Act to enable the North-Eastern Railway Company, hereinafter called the Company, to make and maintain the railway following, with all proper stations, works, conveniences, and approaches connected therewith, that is to say:—

1. A railway commencing in the township and parish of Knaresborough, in the West Riding of the county of York, by a junction with the York and Knaresborough branch of the North-Eastern Railway at and on the east side of the bridge which carries a road called the Back-lane over that branch, 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:—Knaresborough, Scriven with Tentergate, Ferrensby, Farnham, Wakingham Hill, Wakingham Hill with Ockany, Ockany, Arkendale, Staveley, Copgrove, Minskip, Aldborough, Roebiff, Boroughbridge, and Milby, in the said West Riding, and Kirby on the Moor, Balgillhorpe, Aldborough, and Milby, in the West and North Ridings of the said county of York, or one of them, and terminating in the township of Milby, and parish of Aldborough, in the said West and North Ridings, or one of them, by a junction with the Boroughbridge branch of the North-Eastern Railway, near to the Boroughbridge Station, thereof, at a point about 2520 yards eastward of the terminus of that branch.

2. 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 630 yards north-east of, and measured from the centre of the road called Oskelf-lane, leading from Raskelf to Sessay, where that road crosses that branch on the level, 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:—Raskelf, Easingwold, Sessay, and Brafferton, all in the said North Riding, and terminating in the township and parish of Brafferton aforesaid, by a junction with the said Boroughbridge branch at a point about 980 yards south-west of the gate-house on that branch occupied by Thomas Wright.

3. A railway commencing in the township and parish of Settrington, in the East Riding of the county of York, by a junction with the York and Scarborough Railway of the Company, at a point about 475 yards south-west of where that railway crosses Settrington Beck, 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:—Settrington and Scagglethorpe, in the said East Riding, and Malton and Old Malton, in the said North Riding, and terminating in the township of Old Malton and parish of Malton aforesaid, by a junction with the said Thirsk and Malton branch at a point about 946 yards north-west of, and measured from the centre of, a road called

the Outgang road, where it crosses the said Thirsk and Malton branch on the level.

4. A railway commencing in the township of Pinchinthorpe and parish of Guisbrough, in the said North Riding, by a junction with the Middlesbrough and Guisbrough branch of the North-Eastern Railway at a point about 308 yards south-west from where the bridle road from Upsall Mill to Newton crosses that branch on the level, 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:—Pinchinthorpe, Guisbrough, Morton, Ormesby, Upsall, and Eston, all in the said North Riding, and terminating in the township and parish of Guisbrough aforesaid, by a junction with the Cleveland line of the North-Eastern Railway at a point about 119 yards westward of where an occupation road from Barnaby Farm House into the highway from Stockton to Guisbrough passes under the said Cleveland line by a bridge.

5. A railway situate wholly in the township of Battersby and parish of Ingleby Greenhow, in the said North Riding, commencing by a junction with the Ayton branch of the North-Eastern Railway at and on the south-east side of the bridge which carries that branch over the highway from Ayton to Kildale, and terminating by a junction with the North Yorkshire and Cleveland line of the Company, at and on the south-west side of the point where the highway from Ayton to Battersby crosses that line on the level.

6. A railway commencing in the township of Holgate, and parish of St. Mary Bishophill Junior, in the said West Riding, by a junction with the main line of the North-Eastern Railway at and on the south side of the point where the bridge carrying the road from the York and Boroughbridge turnpike road to Acomb Landing crosses the said main line, 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. Mary Bishophill Junior, and Holgate, in the said West Riding, and St. Mary Bishophill Junior, and Holy Trinity, Micklegate, in the county of the city of York, and terminating in the township and parish of St. Mary Bishophill Junior, in the county of the city of York, by a junction with the main line of the North-Eastern Railway, at a point thereon where a straight line drawn up the centre of the street called Mount Ephraim and across that railway would intersect it.

7. A railway situate wholly in the township and parish of St. Mary Bishophill Junior, in the county of the city of York, commencing by a junction with the York and Scarborough Railway, at the south end of the bridge carrying that railway over the River Ouse, and terminating by a junction with the proposed Railway No. 6, at a point in the east fence of the said York and Scarborough Railway distant about 47 yards north of the bridge carrying the occupation road called Thief-lane over that railway.

Also a station on or in connection with the two last mentioned proposed railways, to be situate between the said York and Scarborough Railway and the public road called Thief-lane, and in the township and parish of St. Mary Bishophill Junior, in the county of the city of York.

And also a road through the walls of the said city of York, commencing at a point about five yards from the north-west corner of the York Station Hotel, and in a line with the north-west side thereof, in the township and parish of St. Martin cum Gregory, in the city of York, and

county of the same city, 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. Martin cum Gregory, and All Saints, North-street, in the city of York, and county of the same city; and St. Mary Bishophill Junior, in the county of the city of York, and terminating at a point in the said public road called Thief-lane, in the said township and parish of St. Mary Bishophill Junior, about 40 yards measuring along the centre of that lane, northward from a point about four yards from the north-west corner of the Cholera Burial Ground or Cemetery, and in a line with the north-eastern boundary wall thereof.

And also to stop up, discontinue, and extinguish all rights of way over so much of the occupation road called Thief-lane as is situate between its junction with the said public road called Thief-lane and a point about 43 yards west of the west side of the bridge carrying that occupation road over the York and Scarborough Railway, and to vest the site of the portion of of road so to be stopped up in, and appropriate it to, the purposes of the Company; and in lieu of the same portion of road to construct a new road, wholly in the township and parish of St. Mary Bishophill Junior, in the county of the city of York, commencing at a point in the occupation road called Thief-lane, about 48 yards south-east, measuring along the centre of that lane, from a point about five yards northwards of the north end of the western fence of a field adjoining the said occupation road, belonging to Thomas Fothergill, Esq., and occupied by Joseph Laytham, and terminating at a point about seven yards from the north-west corner of the Ebor Works, and in a line with the northern boundary thereof.

And also to divert and alter the line and levels of the Bawtry and Selby turnpike road at Selby, and carry that road over the Leeds and Selby Railway, and the authorised York and Doncaster branch by a bridge, with all necessary approaches and works, and to stop up, discontinue, and extinguish all rights of way over so much of the said turnpike road as extends about 18 yards north-west of the said railway, measuring from the centre of the railway, where it crosses the said road, and about 120 yards south-east of the said railway, measuring as aforesaid, and to vest the site of the portion of road so to be stopped up in and appropriate it to the purposes of the Company; which said intended diversion and alteration will be wholly made in the township and parish of Selby, in the said West Riding, and will commence at a point in the said turnpike road distant about 220 yards north-west of the said railway, measuring as aforesaid, and terminate at a point in that road distant about 385 yards south-east of the said railway, measuring as aforesaid.

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, station, roads, and alteration of roads 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 townships of Morton and Upsall and parish of Ormesby, in the said North Riding, certain lands lying on the north-west side of and adjoining the Middlesbrough and Guisbrough

branch of the North-Eastern Railway, and extending from the point of commencement of the proposed Railway No. 4, to, or near to, the point of junction of the Aytton branch railway with the said Middlesbrough and Guisbrough branch.

In the parish of Holy Trinity, in the town and county of the town of Kingston-upon-Hull, certain lands, houses and buildings, situate on the north side of and near to the Hull and Selby Railway, and in or adjoining the streets called Bath-place, Manor House-street, and Kingston-street, including the Borough Gaol and House of Correction there.

Powers will also be sought by the said intended Act to divert and alter the line and levels of so much of the said street called Bath-place as is eastward of the Hull Public Baths, and to carry the same therefrom into Manor House-street, at a point distant about 37 yards northward from the centre of the Hull and Selby Railway, where it crosses that street on the level, and to stop up and discontinue as a public thoroughfare parts of Bath-place and Manor House-street aforesaid, and to vest the sites of those parts respectively in and appropriate them to the purposes of the Company; which said intended diversion will be wholly made in the said parish of Holy Trinity, in the town and county of the town of Kingston-upon-Hull.

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, viaducts, tramroads, bridges, and other works within the said parishes, townships, and extra-parochial or other places, aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up for the purposes of the intended Act, or any of them, and to appropriate the sites of so much thereof respectively as shall be stopped up or rendered unnecessary 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, 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 it is also proposed by such intended Act to authorise the Company to apply to the purposes of that Act any moneys 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 also for the general purposes of the Company; 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 notice is hereby given, that on or before the 30th day of November instant, duplicate plans, defining the lines of the proposed railways, new roads, alteration of roads, and the lands proposed to be purchased by compulsion, and sections showing the levels of the said proposed railways, new roads, and alterations of roads and works, together with a published map, whereon will be defined the general course and direction of each of the 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 railways numbered 1 and 6, and the alteration of the Bawtry and Selby Turnpike Road, with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, in the said West Riding. As regards the railways numbered 1, 2, 3, 4, and 5, and the lands in the parish of Ormesby, 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 railway numbered 3, 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. As regards the railways numbered 6 and 7, and the proposed new station and roads, and alteration of roads at York, 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 as regards the lands and houses and alteration of streets in the parish of Holy Trinity, in Kingston-upon-Hull, with the Clerk of the Peace for the town and county of the town of Kingston-upon-Hull. 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, 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. 163 and 211; 20 and 21 Vic. caps. 19, 33, and 46; 21 and 22 Vic. cap. 134; 22 and 23 Vic. caps. 10, 24, 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; 27 and 28 Vic. caps. 49, 55, and 67; 28 Vic. cap. 111; and 28 and 29 Vic. caps. 251, 267, 363, and 368, 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 to make other provision in lieu of the provisions so repealed, altered, or amended.

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, 1865.

Richardson, Gutch, and Co., Solicitors,
 15, Abchurch Lane, London, E.C.

Tyne, Wear, and Tees Railway.
 Incorporation of Company.—Construction of Railways from South Shields to Sunderland, Seaham, West Hartlepool, and Stockton-upon-Tees.—Arrangements with other Companies.—Running Powers over other Railways.—Traffic Arrangements.—Traffic 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 for the following purposes, or some of them, that is to say:—

To incorporate a Company (in this notice referred to as "the Company"), and to authorize the Company to make and maintain the railways hereinafter mentioned, or any of them, or any part or parts thereof, together with stations, sidings, junctions, approaches, bridges, and all proper works and conveniences connected therewith, that is to say:—

1. A railway (herein designated Railway No. 1), commencing in the township of South Shields, in the parish of Jarrow, in the county of Durham, at or near the southern side of King-street, about fifty yards eastwards of the place where King-street joins the Market-place, South Shields, and terminating in the township of Bishopwearmouth, in the parish of Bishopwearmouth, in the said county of Durham, by a junction with the railway (hereinafter designated Railway No. 2), at or near a point at the centre of Fawcett-street, on a line with the south side of St. Thomas-street.

2. A railway (herein designated Railway No. 2), commencing in the township of Bishopwearmouth, in the parish of Bishopwearmouth aforesaid, by a junction with Railway No. 1, at or near the aforesaid terminus thereof, at or near a point at the centre of Fawcett-street, on a line with the south side of St. Thomas-street, and terminating in the township of Stranton, in the parish of Stranton, in the county of Durham, by a junction with the railway hereinafter designated Railway No. 3, at or near the north side of a public road called Wellington-road, at a point 312 yards or thereabouts west from the west end of Christ Church, West Hartlepool.

3. A railway (herein designated Railway No. 3), commencing by a junction with railway No. 2, at or near the aforesaid terminus in Wellington-road, at a point 312 yards or thereabouts west from the west end of Christ Church, West Hartlepool, in the township of Stranton, in the parish of Stranton, and terminating at or near the north side of Bishopton-lane, in the township of Stockton, in the parish of Stockton-upon-Tees, at a point 130 yards or thereabouts to the west of the centre of the North-Eastern Railway (Stockton Branch), where it crosses the said public road called Bishopton-lane.

4. A railway (herein designated Railway No. 4), commencing by a junction with railway No. 2 on the north-east side of the turnpike road leading from Bishopwearmouth to Norton, at a point 373 yards or thereabouts north-west from a farm house on the said road, called the Halfway House, in the township and parish of Bishopwearmouth, and terminating at or near the Hendon Dock, in the township and parish of Bishopwearmouth, at a point 66 yards or thereabouts north of an hotel called Hendon Baths Hotel, in the township of Bishopwearmouth, in the parish of Bishopwearmouth.

5. A railway (herein designated Railway No. 5), commencing by a junction with railway No. 4 at a point 237 yards or thereabouts north of a farm-house and buildings, called Sea Banks

House, in the township and parish of Bishopwearmouth, and terminating by a junction with the Londonderry, Seaham, and Sunderland Railway at a point 193 yards or thereabouts south of the passenger station-house of the said Londonderry, Seaham, and Sunderland Railway, at Hendon, in the township and parish of Bishopwearmouth.

6. A railway (herein designated Railway No. 6) commencing by a junction with railway No. 4, at a point on the said railway 187 yards or thereabouts north-east of an hotel or inn, and other buildings, called the Blue House Inn, in the township and parish of Bishopwearmouth, and terminating by a junction with the Durham and Sunderland Branch of the North-Eastern Railway Company, at a point 80 yards or thereabouts north of the said house called Sea Banks House, in the township and parish of Bishopwearmouth.

7. A railway (herein designated Railway No. 7) commencing by a junction with the railway No. 4, at a point twenty yards or thereabouts east of the said inn and buildings called Blue House Inn, in the township and parish of Bishopwearmouth, and terminating at or near the Hendon Dock aforesaid, by a junction with a railway belonging to the Commissioners of the River Wear, at a point 133 yards or thereabouts north of the said Hotel called Hendon Baths Hotel, in the said township and parish of Bishopwearmouth.

8. A railway (herein designated Railway No. 8) commencing by a junction with railway No. 2, at a point on said railway 773 yards, or thereabouts south of the south front of a dwelling-house and premises called Dalton Field House, in the township of Dawdon or Dalden, in the parish of Dalton-le-Dale, and terminating by a junction with a railway running from the passenger station of the Londonderry, Seaham, and Sunderland Railway, at Seaham, to the Blast Furnaces at or near a point thirteen yards north of a weighing machine and house, situated on the said railway, 213 yards or thereabouts to the south of the south front of the said dwelling-house and premises, called Dalton Field House, in the township of Dawdon or Dalden, in the parish of Dalton-le-Dale.

9. A railway (herein designated Railway No. 9) commencing by a junction with railway No. 2 at a point on the said railway 317 yards or thereabouts north of the West Hartlepool Water Works, in the township of Stranton, and in the parish of Stranton, and terminating by a junction with a branch railway belonging to the North-Eastern Railway Company, running from Hartlepool to West Hartlepool at a point on said railway 323 yards or thereabouts north from Christ Church, West Hartlepool, in the township of Stranton, and in the parish of Stranton.

10. A railway (herein designated as Railway No. 10) commencing by a junction with railway No. 3 at a point on the said railway on the south side of the turnpike road leading from Stockton to Norton, at or near certain dwelling-houses and buildings called Prospect-terrace, situate at the south end of the village of Norton, in the township of Norton or Stockton-on-Tees; or both, and in the parishes of Norton or Stockton-upon-Tees, or both, and terminating by a junction with the North-Eastern Railway (Leeds Division) at a point 400 yards north of the north end of the passenger station of the said railway at Stockton, in the township of Stockton-upon-Tees, and in the parish of Stockton-upon-Tees.

11. A railway (herein designated as Railway No. 11) commencing by a junction with railway No. 3, at the aforesaid terminus thereof at the north side of Bishopton-lane, at a point 130 yards or thereabouts to the west of the centre of the

North-Eastern railway where it crosses the said public road called Bishopton-lane, and terminating by a junction with the Stockton and Darlington Railway at a point 850 yards or thereabouts to the west (measuring along the said railway) from certain dwelling-houses called Bousefield Cottages in the township and parish of Stockton-upon-Tees, and in the parish of Stockton-upon-Tees.

12. A railway (herein designated Railway No. 12) commencing by a junction with railway No. 11 at a point 310 yards or thereabouts to the south of the public road running through the village of Fulwell, in the township of Fulwell, and parish of Monkwearmouth, and terminating by a junction with the North-Eastern Railway (Sunderland Branch) at a point 600 yards north of the said public road running through the village of Fulwell, in the township of Fulwell and parish of Monkwearmouth.

13. A railway (herein designated Railway No. 13) commencing by a junction with railway No. 1 at a point 173 yards or thereabouts to the north of John-street, in the township and parish of Monkwearmouth, and terminating by a junction with the North-Eastern Railway at Little Usworth, at a point 370 yards or thereabouts to the east of the Usworth Colliery, in the township of Usworth and Parish of Washington, in the county of Durham.

All which railways will pass from, through or into, or be situate within the parishes, townships, districts, and extra-parochial and other places following, or some of them, that is to say: South Shields, Jarrow, Harton, Westoe, Widdow, Cleadon, Monkwearmouth, Fulwell, Monkwearmouth-shore, Bishopwearmouth, Bishopwearmouth-Panels, Ryhope, Seaham, Dawdon, Dalden, Dalton-le-Dale, Cold Heselden, Easington, Thorpe, Horden, Hawthorne, Shotton, Monk-Heselden, Hart, Throston, Thorpe-Bulmer, Nesbitt, Stratton, Tunstall, Seaton Carew, Orton, Greatham, Claxton, extra-parochial lands of Greatham Hospital, Billingham, Newton-Bowley, Cowpen Bewley, Stockton, Cowpen, Norton, East Hartburn, Preston-on-Tees, Stockton-on-Tees, Southwick, Barmston, Boldon, Usworth, and Washington, all in the county of Durham.

The Bill will confer upon the Company the following powers, or some of them:

To purchase by compulsion or agreement lands, houses, and property for the purposes of the intended railways and works and other objects of the Bill; to levy rates, tolls, and duties for the use of the railways and works; to stop up, remove, alter, or divert railways, canals, rivers, streams, roads, bridges, sewers, drains, and pipes; and to appropriate and use the soil of such of them as may be stopped up or diverted; and to use the subsoil of streets and roads; to authorise the Company to run over and use with their engines, carriages, and servants, and for the purposes of traffic of all kinds, and upon terms and conditions, and under regulations to be agreed upon, or settled by arbitration or by the Board of Trade, in case of dispute the whole of the Londonderry, Seaham, and Sunderland Railway; that portion of the North-Eastern Railway (Durham and Sunderland Branch), from its junction with No. 6 railway to the South Dock, in the parish of Bishopwearmouth aforesaid; that portion of the railways belonging to the Commissioners of the River Wear, from the junction of railway No. 7 to the Quays at the South Dock aforesaid; that portion of the North-Eastern Railway Company's lines running round the Docks at Hartlepool and West Hartlepool, connected by the junction of railway No. 9; that portion of the North-Eastern Railway from the junction of No. 10 Railway to the passenger station of the said Company at Stockton-upon-Tees, and to the stations, sidings, junctions,

water, watering places, signals, works, and conveniences connected therewith, including the stations at Sunderland, Hendon, Seaham, Hartlepool, and Stockton, and also the North Eastern Railway Company, and the proprietors of the London, Seaboard, and Sunderland Railway to afford to the Company and their clerks and servants facilities for the use of stations and booking offices and conveniences, and for carting goods to and from such stations, and to require the North Eastern Railway Company and the proprietors of the said London, Seaboard, and Sunderland Railway to book and invoice through traffic over their railways to, from, and beyond the widdened rail ways, and by through rates on to and through waggons and carriages, and by other facilities to provide for the full and free interchange of passage, transmission, and accommodation of the traffic to, from, and over the widdened rail ways, and over the railways, or any part of either of the said (North Eastern Railway Company, and the proprietors of the London, Seaboard, and Sunderland Railway) or either of them, and to require the settlement of all claims and disputes by arbitration in case of failure by agreement between the Companies, or any of them, in writing.

To alter, repeal, amend, and enlarge some of the powers and provisions of the following Acts (local), viz. an Act passed in the 10th year of the reign of His Majesty King George IV. intituled "An Act for the Improvement and Preservation of the River Wear, and Port and Haven of Sunderland, in the County Palatine of Durham," amended by "The Wear Navigation and Sunderland Dock Acts, 1859 and 1863," and any other Acts relating to the said River Wear, and Sunderland Dock; "The North Eastern Railway Act, 1854," "The North Eastern, West Hartlepool and Cleveland Railways Amalgamation Act, 1865," and any other Acts relating to the North Eastern Railway Company; "The London, Seaboard and Sunderland Railway Act, 1863," and any other Acts relating to that Railway Company, to alter tolls, rates, and duties, authorised to be taken by such Acts, or any of them, to confer, vary, and extinguish exemptions from tolls, rates, and duties, and other rights and privileges, and to alter the limits, plans, and sections, describing the directions, lines, and levels of the intended railways, and the lands and property which will or may be taken for the purposes thereof; a book of reference to the plans, and a copy of this notice, as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office at Durham, and on or before the same day a copy of so much of the plans, sections, and books of reference as relate to any of the parishes or extra-parochial places aforesaid, in which the railways and works are intended to be made, with a copy of this notice, will be deposited with the parish clerk of each of such parishes, at his residence, and in the case of extra-parochial places with the parish clerk of an adjoining parish, at his residence.

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

Dated this 16th day of November, 1865.
 A. J. and W. Moore, Solicitors, Sunderland.
 J. B. and Co., 24, Parliament Street, Westminister, Parliamentary Agents.

Roach Oyster Fishery.
 (Incorporation of Company Maintenance of Oyster Fishery, Construction of Oyster Beds, Tanks, and Waterways; Exclusive Right of depositing and dredging for Oysters; Purchase of lands, rights and other privileges; Creation of Penalties.)

A RESOLUTION is intended to be made to the Parliament in the next Session, for an Act to incorporate a Company (hereinafter called "the Company") and to confer on such Company, amongst other the following powers: (that is to say) To acquire the exclusive right of depositing, breeding, dredging, and fishing for oysters in that part of the river Roach which is covered by water at low neap tide, and is situate within or abutting upon the parishes or places of Foulness, Great Wakering, Little Wakering, Barning, Paglesham, Great Stambidge, Little Stambidge, Camewdon, and Eastwood, and places adjacent, all in the County of Essex, which is comprised within the following limits or boundaries (that is to say) With a line drawn at the junction of the river Roach with the river Crouch, as shown by the beacons already erected, the property of the Burnham River Oyster Fishery Company, extending up the north side of the river Roach to the posts and beacons at the mouth of a creek, known as the Pool Creek, and marking the southern boundary of an oyster-laying, extending up the said creek, the property of Mr. Alfred Crush Auger, thence up the said river to the eastern or north-eastern boundary of an oyster-laying, the property of Mr. James Wiseman, as at present marked out by beacons on the northern shore, and by a buoy in the river, thence along the southern boundary known as the Offing of the said last-named oyster-laying to the north or north-western boundary thereof, as at present marked out by beacons on the northern shore and by a buoy in the river; thence up the north side of the said river to the eastern or north-eastern boundary of an oyster-laying, the property of the Reverend Buxton Smyth, as at present marked out by beacons on the northern shore and by a buoy in the river; thence along the southern boundary of Offing of the said laying to the point where the said laying adjoins the layings of Mr. Alfred Crush Auger and Mr. Browning, thence in southerly direction to the plots on the shore marking the eastern or north-eastern boundary of the said oyster-laying, the property of the said Mr. Browning, thence extending down the south side of the river Roach along the Potten shore to Potten Point, and from thence across the mouth of the creek, called or known by the name of Yoke Fleet, to the posts marking the north-eastern boundary of an oyster-laying, extending up the said creek, the property of Mrs. Elizabeth Auger; thence extending down the Foulness shore of the said river to the point of junction with the river Crouch as shown by the beacons at present erected, the property of the said Burnham River Oyster Fishery Company.

2. To make and maintain in the said parish of Paglesham, oyster-pits or tanks for the storage of oysters and drains or waterways connected therewith, and it is intended to divert into such drains or waterways pits or tanks the waters flowing from the river Roach.

3. To make, maintain and provide dams, embankments, sea-walls, oyster-pits, oyster-beds, buildings, workshops, stores, sheds, wharves, lay-byes, locks, sluices, gates, flood-gates, openings, cranes, and other apparatus necessary or convenient for any of the purposes aforesaid.

4. To purchase and take by compulsion and also by agreement, lands, houses, and hereditaments, and waters, situate within, or abutting upon, the aforesaid parishes, or some of them, and the tolls, rights, franchises, and privileges relating thereto.

5. To confer, vary, or extinguish other rights and privileges.

6. And it is intended, by the said Act, to prohibit, among other things, all persons, other than those acting under the authority of the Company, from dredging or fishing within the said limits or boundaries, otherwise than by line and hook, or with nets solely adapted for taking floating fish, and from doing other acts prejudicial to the fishery, and to create penalties, and to incorporate with the said Act, wholly or in part, "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," and "The Companies Clauses Act, 1863," or some or one of such Acts.

And notice is hereby given, that or before the 30th instant, plans, delineating the lands intended to be taken, compulsorily, and plans and sections of the proposed pits, tanks, and other works, with a book of reference to such plans, respectively, 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 Essex, at his office, at Chelmsford, in that county; and on or before the said 30th November instant, a copy of so much of the said plans, sections, and book of reference as relates to the parish in which the said work will be made, and in which the land intended to be taken, compulsorily, is situate, together with a copy of the Gazette Notice, will be deposited for public inspection with the parish clerk of each such parish.

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

Dated this 1st day of November, 1865.

Marriott and Jordan, 22, Parliament Street, Westminster

Mersey Docks and Harbour Board.

(Shore-road Purchase, &c.)

(Confirmation of Agreement with Francis Shand, Esq., and others—Purchase of Lands at Birkenhead—Stopping up of Shore-road, Argyle-street, Sandford-street, and Lord-street, Birkenhead—Abandonment of certain Works authorized by the Mersey Docks and Harbour (Works) Act, 1858—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 confirm, sanction, and give effect to a certain agreement, dated 1st November, 1865, between Francis Shand, Esquire, of the first part, John Laird, Esquire, M.P., of the second part, Eliza

Partridge Price, widow, William Wilboughby, George Hurt Sitwell, and James Dematt, Esquires, of the third part, the Birkenhead Improvement Commissioners: (hereinafter referred to as the Commissioners,) of the fourth part, and the Mersey Docks and Harbour Board (hereinafter referred to as the Board,) of the fifth part, for the sale to and purchase by the Board of certain lands at Birkenhead, in the county of Chester, and for the acquisition by the Board of the street of the street, or road, called Shore-road, and of parts of certain other streets, called Argyle-street, Sandford-street, and Lord-street, at Birkenhead aforesaid, and for the cession by the Board to the Commissioners of part of the lands so to be purchased by the Board for the purpose of widening Hamilton-street and Cannings-street, at Birkenhead, and for other purposes.

To confer upon the Board the Commissioners, and all other corporations, bodies, and persons, all powers necessary for carrying the said agreement into effect.

To enable the Board to purchase lands by agreement, and to enable all corporations and persons (including the Commissioners and the corporation of Liverpool) to sell and convey lands to the Board.

To vest in the Board either absolutely or conditionally, and either immediately or at a future time to be prescribed by the Bill the lands mentioned in the said agreement, and to extinguish or vary all rights of way as well public as private and all other rights and easements over or affecting such lands or any part or parts thereof.

To provide for the stopping up of Shore-road, Argyle-street, Sandford-street, and Lord-street, aforesaid, or some part or parts thereof respectively, and to extinguish all rights over the same, and to vest in the Board the soil and sites thereof respectively.

To repeal, vary, or amend so much of the Mersey Docks and Harbour (Works) Act, 1858, as requires the Board to construct the street or road between Taylor-street and Hamilton-street, and other the works sixthly mentioned in and authorized by the sixth section of that Act, and to authorize the Board to abandon the construction of that street, or road, and those works, or some or some part or parts thereof respectively.

To empower the Board to borrow, and from time to time to re-borrow, further money, by bonds or otherwise for the purposes of the intended Bill.

To confer, vary, or extinguish other rights and privileges.

And it is intended, so far as may be requisite or desirable for the purposes of the Bill, to amend or repeal the provisions or some of the provisions of the several local and personal Acts following, that is to say:—20 and 21 Vic. cap. 162; 21 and 22 Vic. caps. 90 and 92; 22 Vic. cap. 20; 23 and 24 Vic. cap. 150; 24 and 25 Vic. cap. 188; 26 Vic. cap. 54; and 27 and 28 Vic. cap. 213, relating to the Board, and 3 William 4 cap. 68; 11 Vic. cap. 33; 5 Vic. sess. 2, cap. 5; 6 and 7 Vic. caps. 15 and 24; 7 Vic. cap. 32; 9 Vic. cap. 28; 13 Vic. cap. 3; 21 and 22 Vic. caps. 85 and 121; and 26 and 27 Vic. cap. 106, relating to the Birkenhead Improvement Commissioners.

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 November, 1865.
John North, Dock Solicitor, Liverpool.

In Parliament—Session 1866.

Manchester Royal Exchange.
(Enlargement of Exchange; Closing of Ducie-Street and Crow-alley; Increase of Capital).

A BILL 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:—

To incorporate the Manchester Royal Exchange Proprietors, to enable them to pull down the existing building, known as the Manchester Royal Exchange, with the erections and buildings connected therewith, or such parts thereof, respectively, as they may think fit, and to appropriate the site thereof, together with other land herein after described, to the purposes of a new exchange and other buildings, to be erected by them in the stead of the present exchange buildings, under powers to be taken in the said Bill.

To enable them to purchase, by compulsion or otherwise, all the houses and buildings bounded by Ducie-street on the west, Market-street on the north, Cross-street on the east, and Bank-street on the south, and all the rights and interests therein, and in any parts of the present exchange buildings, and property for the purpose of, or with a view to, the pulling down the same houses, buildings, and property, or such parts thereof as they may think fit, and of appropriating the site thereof, or part of the site thereof, to the purposes of the new exchange and buildings, or to the other purposes of the Bill.

To enable them to close, permanently, Ducie-street and Crow-alley, and also the passage or way called the Arcade, and to appropriate the site of the said street, alley, and arcade to the purposes of the Bill.

To enable them to close, temporarily, parts of Exchange-street, Market-street, Bank-street, and Cross-street aforesaid, and to appropriate lands for widening the same streets, or some of them, and to alter and construct drains, and sewers, for the purposes of the exchange and buildings, and of the said enlarged streets.

All which several houses, buildings, land, streets, alley, passage, and other property intended to be affected by the said Bill, are wholly situate within the city, township, and parish of Manchester, in the county of Lancaster.

To enable the said Proprietors, or the Company, to be incorporated by the said Bill, to raise additional capital by shares and by loan, and if they think fit to attach to such capital any preference or priority of dividend or interest, or any other advantage over their existing capital which the Bill may define.

The Bill will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

The Companies Clauses Consolidation Act, 1845, and "The Companies Clauses Act, 1863," and will also, so far as need be, take power to extend and amend the several rules and regulations under which the said exchange, and the Proprietors thereof, have been hitherto governed and regulated.

The Bill will vary or extinguish all existing rights and privileges which may interfere with any of its purposes, and it will confer other rights and privileges, and it will enable the said Proprietors to make and enforce bye-laws for the government of the exchange, and with respect to the admission and control of persons resorting, or desirous of resorting, to the same.

On or before the 30th day of November now instant, plans, describing the lands and buildings

already purchased, or proposed to be purchased, for the purposes of the said exchange and buildings, and which, or interests in which, are proposed to be taken under the powers of the said Bill, with books of reference to such plans; and a copy of this notice will be deposited with the Clerk of the Peace for Lancashire, at his office, in Preston; with the Clerk of the Peace for the city of Manchester, at his office, in Manchester; and with the parish clerk of Manchester, 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 15th day of November, 1865.

Slater, Heelis, and Co., Solicitors for the Bill.

In Parliament—Session 1865-6.

The Mersey Pneumatic Railway.
(Incorporation of Company; Construction and Maintenance of a Railway from Liverpool under the River Mersey to Birkenhead.)

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, among others:—

1. To incorporate a Company (herein referred to as "the Company"), and to enable the Company to make and maintain the Railways herein after mentioned, with all needful works, stations, and approaches and conveniences connected therewith, that is to say:

1. A railway (No. 1) wholly situate in the parish and borough of Liverpool, in the county of Lancaster, commencing at or near to a point 20 feet, or thereabouts, north of the south-west corner of Church-street and north-east corner of Paradise-street, such point being at or near the centre of Church-street, and terminating by a junction with Railway No. 2, at or near to a point 52 feet, or thereabouts, north of the north-western corner of the building known as the Harbour Vaults, now in the occupation of Robert Meldrum, such point being situate at or near the centre of James-street, opposite the end of Sea-brow, in the borough, parish, and county aforesaid.

2. A railway (No. 2) commencing by a junction with Railway No. 1, at or near to a point 52 feet, or thereabouts, north of the north-western corner of the building known as the Harbour Vaults, in the occupation of Robert Meldrum, such point being situate at or near the centre of James-street, opposite the end of Sea-brow, in the parish and borough of Liverpool, in the county of Lancaster, and running thence under the bank and bed of the river Mersey, in the county of Lancaster, the bank and bed of the river Mersey and extra-parochial Chapelry of Birkenhead, in the county of Chester, and terminating at or near to the northernmost corner of the building known as the Woodside Hotel, in the occupation of Edward Colston Thomas, in the extra-parochial Chapelry of Birkenhead, in the county of Chester.

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

To enable the Company to deviate from the lines of railways to any extent within the limits of deviation shown upon the deposited plans, and also to deviate from the sections, to such extent as may be necessary in executing any of the proposed

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

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."

Duplicate plans and sections describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners, lessees, or reputed owners or lessees, and of the occupiers of such lands, houses, and other property, also a published map, with the lines of railways 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 Lancaster, at his office at Preston, and with the Clerk of the Peace for the borough of Liverpool, at his office in Liverpool, with the Clerk of the Peace for the county of Chester, at his office at Chester, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the 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 parish, at his residence, and in case of an extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode.

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

Dated this 10th day of November, 1865.

Lace, Banner, Lilledale, Gill, and Bardswell, 1, Union-court, Liverpool, Solicitors for the Bill.

Holmes, Anton, Greig, and White, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1866.
Winchcomb and Midland Railway
 (Incorporation of Company.—Power to make a Railway from the Midland Railway near Beckford, to Winchcomb.—Compulsory Purchase of Lands, Tolls.—Power to the Midland Railway Company to Subscribe.—Running Powers over Part of Midland Railway and use of Stations.—Traffic Arrangements.—Amendment of Acts and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill, and to pass an Act, to incorporate a Company for making and maintaining the railway hereinafter mentioned, or some part or parts thereof, together

with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications.

A railway commencing in the parish of Beckford, in the county of Gloucester, by a junction with the Ashchurch and Evesham Railway, and near the east end of the Beckford station on that railway, and terminating in the parish of Winchcomb, and county of Gloucester, at a point 100 yards or thereabouts west of the toll-house at the North Street and Greeton turnpike gates at the town of Winchcomb, and which said intended railway will pass from, in, through, or into, the several parishes, townships, extra-parochial, and other places following, or some or one of them, viz. Beckford, Great Washbourne, Alderton, Greeton, Greet, Littleworth, Abbey Damesnes Sudeley townments, and Winchcomb, in the county of Gloucester, and Little Washbourne in the parish of Overbury, in the county of Worcester.

And it is also 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 railway and works, or any of them.

To purchase, by compulsion or other, 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, and to confer other rights and privileges.

To levy tolls, rates, and duties, 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 Midland Railway Company out of their corporate or other funds, or out of moneys 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 such Company so subscribing to guarantee the payment of interest or dividend upon the whole or any portion of the capital of the Company, and to exercise certain rights and privileges with reference to the intended Company as to the appointment of directors, or otherwise, as may be prescribed by the said intended Act.

To take powers for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all, or any part, of the intended railway of the Company, or to, from, or over, the railway of the Midland Railway Company, and for ensuring all requisite or desirable facilities for

hail, by a junction with the authorised line of the Callander and Oban Railway, in a pasture or common, belonging to the Earl of Breadalbanck, occupied by the said Messrs. McCallum and others, and numbered thirty-three in the said united parishes of Glenorchy and Innishail of the said County of Perth, and Oban Railway, as defined in the said Bill, and at a point on the said authorised Railway, measuring along the centre line thereof, has shown in the said deposited plans six hundred and eighty-nine yards of the said authorised Railway, from the point where the said Railway No. 10, of the said authorised Callander and Oban Railway, which Railway No. 10, being a relative works, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are wholly situate in the said united parishes of Glenorchy and Innishail, and county of Perth, in a tract of oval form, and notice is also given that duplicate plans and sections, describing the lines, situation and levels of the said intended Railway, and the lands, houses, and other property through which the same are intended to be made, and within the limits of the deviation as defined in the said Bill, 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 and reputed lessors, or reputed lessees and occupiers of such lands, houses and other property respectively, and a published map with the line of the proposed Railway delineated thereon, so as to show their general course and direction, and also a copy of this Notice as published in the Edinburgh Gazette, will on or before the 30th day of the present month of November, be deposited for public inspection in the office of the Principal Clerk of the County of Argyll, 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 Edinburgh Gazette, will on or before the said 30th day of the present month of November, be deposited, for public inspection with the schoolmaster, if there be, and if there be no schoolmaster, with the edderston clerk of each of the said parishes, at the office or abode of such schoolmaster or edderston clerk, and it is intended by the said Bill to apply for power to cross, alter, divert, and stop the line, levels, and inclinations of high roads, bridges, streets, paths, passages, rivers, canals, brooks, streams, sewers, water courses, water-works, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, working, and using the said intended Railways, and relative works, and for conveying passengers, goods, and other traffic thereon, and for other purposes, to wit, power to raise money by the creation and issue of shares in stock, and by borrowing on mortgage or deed, or cash credit, and to fund or

issue debenture stock in lieu of the money so borrowed, or authorised to be borrowed; and to acquire by compulsory purchase, or otherwise, all such lands, houses, and other property as may be necessary or convenient for the purposes of the said Railways and Works, and also for water from locks, streams, or brooks adjoining or near the said Railways and Works, for the purposes thereof, and of the engines to be used thereon; and also to empower all owners, and other parties interested in any such lands, houses, locks, streams, brooks, or other property, whether persons or corporations, or others, and whether holding under entail or under any legal disability or not to sell or convey to the said proposed Company, such lands, houses, water streams, brooks, and other property, or any part thereof, which may be necessary for the purposes aforesaid, as also to vary or extinguish all existing rights and privileges, connected with the lands, houses, water streams, brooks, and other property, so to be acquired, or which would in any manner impede or interfere with the construction, maintenance or use of the said Railways and Works; and to confer other rights and privileges necessary or expedient in relation to any of the aforesaid matters. It is also intended by the said Bill, to apply for power to levy tolls, rates and charges, and for the use of the said intended Railways and Works, and for the conveyance of passengers, goods and other traffic, and to confer certain exemptions from payment of such tolls, rates and charges, and certain other rights and privileges, in relation thereto; and also for power to the said intended Company, and any other Companies or Corporations, or any Commissioners, Board of Justices, or any other bodies, or persons, to enter into and carry into execution such arrangements and agreements, as may be expedient and proper for or in relation to the making, maintaining, working, and using the said intended Railways and Works, or any part thereof. And it is also intended by the said Bill to empower the said proposed Company and the Caledonian and Callander and Oban Railway Companies jointly, or the proposed Company and either or both of the said two other Companies separately, to enter into and carry out agreements with each other for all or any of the following purposes, viz., For and with respect to the maintenance, working, and use by the Caledonian and Callander and Oban Railway Companies jointly, or by either of them separately, of the said proposed Railways and Works, or any parts thereof, the working and management of the traffic thereon, and the fixing of tolls, rates, charges and profits levied or derived upon or from the said proposed Railways and relative Works, or any parts thereof, upon such terms and conditions, and in a perpetuity, or for such period or successive periods as may be agreed on, as may be provided for by the said Bill, or to provide for and regulate the said general matters, or some of them, directly by the said Bill, and to empower the Caledonian Railway Company, and the Callander and Oban Railway Company, jointly, or either of them, to exercise the powers of the said proposed Company in relation to the said several matters, or some of them, and to provide, if need be, for the appointment of a joint Committee, or joint Committees, of the Directors of the proposed Company, and the Caledonian Railway Company, and the Callander and Oban Railway Company, or either of those Companies, and to confer upon such Committee or Committees, all necessary

powers for carrying into effect any such agreement as aforesaid.

And it is further intended by the said Bill to empower the Caledonian Railway Company, and the Callander and Oban Railway Company respectively, or either of them, to run into and over, work and use with their engines and carriages, and for the purposes of their traffic, upon such terms and conditions as, in default of agreement, shall be determined by arbitration or by the Board of Trade, or as shall be defined by the said Bill, the proposed Railways and all stations, works, and conveniences connected therewith; and also to empower the proposed Company to run into and over, and to use with their engines and carriages, and for the purposes of their traffic, upon such terms and conditions as, in default of agreement, shall be determined as aforesaid, or as shall be defined by the said Bill, all or any of the Railways belonging to, or leased by the Caledonian Railway Company and the Callander and Oban Railway Company, or either of them, or any part of such Railways, and all stations, works, and conveniences connected therewith, and also the joint station at Perth.

And it is further intended by the said Bill to empower the Caledonian Railway Company and the Callander and Oban Railway Company, or either of them, to subscribe to and to hold shares in the said proposed undertaking, or otherwise to contribute towards the expense thereof, subject to such terms and conditions as may be agreed on, or as may be fixed by the said Bill; and for that purpose to raise additional capital in their own undertakings by the creation and issue of shares or stock, on such terms and conditions, and with such preferences, priorities, and privileges (if any) *inter se*, and in respect to the other shares and stock of those Companies respectively, 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, or by borrowing on 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 to vote at meetings of the said proposed Company; and to nominate such number of the Directors of the proposed Company as may be agreed on, or as may be fixed by the said Bill.

And it is also intended by the said Bill to ratify and confirm all such agreements as may be made by and between the said proposed Company, or parties acting on their behalf, and the Caledonian Railway Company, and the Callander and Oban Railway Company, or either of those Companies, in relation to the objects aforesaid, or any of them.

And it is intended by the said Bill, so far as necessary or expedient, to alter the tolls, rates, and charges leviable in respect of the use of the Callander and Oban Railway, and works connected therewith, or any part thereof, and of the conveyance of traffic thereon; and to empower the proposed Company to levy tolls, rates, and charges in respect of passengers and other traffic conveyed partly over the proposed Railways, or either of them, and partly over the Railways belonging to or leased by the Callander and Oban Railway Company, and the Caledonian Railway Company, or either of them, or any part thereof; and also to empower the Caledonian Railway Company, and the Callander and Oban Railway Company, or either of them, to levy tolls, rates, and charges in respect of passengers and other traffic conveyed partly over their respective Railways, and partly over the proposed Railways, or either of them; and it is also intended by the

said Bill to confer, vary and extinguish exemptions from payment of such tolls, rates, and charges.

And it is further intended by the said Bill to vary or extinguish all existing rights and privileges which might impede or interfere with any of the objects aforesaid, and to confer all rights and privileges necessary or expedient for effecting the said objects, or in relation thereto.

And so far as necessary for the purposes of the said Bill, it is intended to 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 other Acts relating to the Caledonian Railway Company, and the undertakings belonging to or held in lease by them, passed in the sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the thirteenth and fourteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; and any other Act or Acts relating to the Caledonian Railway Company or to any Railway belonging to or held in lease by them, also the "Scottish Central Railway Consolidation Act, 1859," and the several other Acts relating to the Scottish Central Railway Company, and the undertakings belonging to or held in lease by that Company, or the Caledonian Railway Company, and the Acts relating to the General Station at Perth, passed in the sessions of Parliament held respectively in the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; also, "The Dunblane, Doune, and Callander Railway Act, 1856," and the other Acts relating to the Dunblane, Doune, and Callander Railway Company, passed in the sessions of Parliament held respectively in the twenty-fourth and twenty-fifth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; also the "Callander and Oban Railway Act, 1865," and also any Act or Acts recited or referred to in any of the before-mentioned Acts.

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 7th day of November, 1865.

Edwards and Co. Westminster Solicitors for the Bill.

NOTICE is hereby given that the Commissioners for carrying into execution an Act passed in the 7th and 8th years of King George the Fourth, intituled "An Act for supply-

In Parliament, Session 1866.
Huddersfield Waterworks.

(No. 1)
Construction by Waterworks Commissioners of New Works; Diversion of certain Springs and Roads, and other Powers; Extension of Limits; Powers to Local Boards, &c.; Alteration of Rates or Rents; Consolidation and Amendment of Acts.)

NOTICE is hereby given that the Commissioners for carrying into execution an Act passed in the 7th and 8th years of King George the Fourth, intituled "An Act for supply-

ing with water the town and neighbourhood of Huddersfield in the West Riding of the county of York, and also an Act passed in the 8th and 9th years of the reign of Her present Majesty, intituled "An Act to alter, enlarge and amend an Act for supplying with water the town and neighbourhood of Huddersfield in the West Riding of the county of York, and who are hereinafter referred to as the Commissioners, intend to apply to Parliament in the next session thereof for leave to bring in a Bill to confer upon them the following powers, to-wit:

To construct and maintain the following new works, all in the West Riding of Yorkshire: A reservoir (herein referred to as No. 1), to be constructed in the townships of Meltham and South Crosland, in the parish of Almondbury, and near to Blackmoor Foot, Upper Wash and Lower Wash.

A catch-water drain and conduit to be wholly situate in the said township of Meltham to commence on the north side of the road formerly called the Meltham and Wessenden Head trust of turnpike-road, at a point about 80 yards eastward from a place called West-worth, and to terminate at reservoir No. 1, about 180 yards to the north-east of certain premises called or known as Cop.

A main pipe or aqueduct to commence in the said township of Meltham from and out of reservoir No. 1, at about 60 yards westward of the boundary or division between the said townships of Meltham and South Crosland, and to pass thence through or into the several parishes, townships, and places following, or some of them (that is to say), Meltham, South Crosland, Lindley-cum-Quarby, otherwise Middle Lindley-cum-Quarby, and Lower Lindley-cum-Quarby, all in the said parish of Almondbury, Golcar, otherwise East Golcar, Longwood, Marsh, and Huddersfield township, all in the parish of Huddersfield, and to terminate in the hamlet of Marsh, in the said township and parish of Huddersfield, in the tank or reservoir next hereinafter described.

A tank or reservoir (herein referred to as No. 2) to be wholly situate at or near a place called Snodley, otherwise Snodley-hill, in the said hamlet of Marsh, in the said township and parish of Huddersfield.

A main pipe or aqueduct to be situate in the township of Huddersfield and the hamlet of Marsh, and in the township of Lindley, otherwise Lindley-cum-Quarby, all in the parish of Huddersfield, and to commence from and out of the last mentioned main pipe or aqueduct, being in the hamlet of Marsh, in the said township of Huddersfield, near where the road called Luck lane joins the Huddersfield and New Hay turnpike road, and passing thence through the said townships, hamlets, or places of Huddersfield, Marsh, and Lindley, otherwise Lindley-cum-Quarby, and to terminate in the said township of Lindley, otherwise Lindley-cum-Quarby, in the tank next hereinafter mentioned.

A tank or reservoir (herein referred to as No. 3) to be wholly situate in the said township of Lindley, otherwise Lindley-cum-Quarby, at or near to Height, upon land allotted by the Lindley Enclosure Act and to the Surveyors of Highways within the said last-mentioned township.

A main pipe or aqueduct to commence from and out of reservoir No. 1 at or near Edge-end, at a point in the said townships of Meltham and South Crosland or one of them, to pass thence through or into the several parishes, townships, and places following, or some of

them, that is to say: Meltham, South Crosland, Mag Lordship, Crosland Half, Lockwood, and Almondbury, all in the parish of Almondbury, and to terminate in the tank or reservoir next hereinafter mentioned, (herein referred to as No. 4) at or near to Castle-hill-bottom, in the said township and parish of Almondbury, and near to a tank or reservoir (herein referred to as No. 5) to be wholly situate within the said township of South Crosland in the said parish of Almondbury, on land situate at the junction of the Town-gate and Town-street in Crosland with James-lane.

Another tank or reservoir (herein referred to as No. 6) to be wholly situate in the said last-mentioned township and parish, upon land or garden ground, the property of the trustees of Adam Beaumont, deceased, on the north side of the Lockwood and Meltham turnpike road, and opposite or near to the northern end of Stone Pit-hill-lane.

A main pipe or aqueduct to commence from and out of reservoir No. 1, near the boundary or division between the said townships of Meltham and South Crosland, to pass thence through the said last-mentioned townships, or one of them, and to terminate in the said township of Meltham, in Brow Grains Dike, next to and to the west of Newbridge Mill.

A reservoir (herein referred to as No. 7) to be wholly situate in the hamlet of Marsh, in the township and parish of Huddersfield, upon lands belonging to Sir John William Ramsden, baronet, situate immediately to the north of the inn or public house called the Old Oak and Free.

To take, use, and appropriate, for the purposes of the proposed new works, as well as of the existing undertaking of the Commissioners, the waters of the following springs, brooks, and streams, viz.: High Moor-end Brook, Middle Dike, and a spring near West Nab-cottage, or Scope, which said springs, brooks, and streams are situate in the said township of Meltham, at or near West Nab, and also the waters of Brow Grains Dike, and Muddy Brook Spring, with the tributaries thereto at or near Brow Grains, in the said township of Meltham, the waters of all which said several springs, brooks, and streams now flow into the River Holme, and thence directly or derivatively into the rivers Colne, Calder, Aire, Ouse, Trent, and Humber, and also the following canals and navigations, namely, the Calder and Hebble Navigation, and the Aire and Calder Navigation, the Selby Canal, and the Knottingley and Goolf Canal, or some of them.

Also to take, use, and appropriate for the purposes aforesaid, all such springs, streams, and waters as will be intercepted by the proposed works, and as may be found in, upon, or under any lands to be acquired or held by the Commissioners under the powers of the said Bill.

To construct and maintain in the before-mentioned townships, parishes, or places, or some of them, all needful pipes, conduits, culverts, wells, adits, cuts, drains, sluices, filtering beds, valves, weirs, byewashes, gauges, tanks, engines, pumping establishments and other works.

To stop up the road in the said township of Meltham, leading from Blackmoor-Foot to Upper Wash and Lower Wash; also so much of the Blackmoor Foot-road as lies between Lower Wash and a point about 130 yards to the Westward of the Cop-road, in the said township of Meltham, and also so much of the Cop-road in the said township of Meltham, as lies between the old turnpike-road from Huddersfield to Manches-

ter, and a point about 200 yards to the south of Blackmoor Foot-road, and also the road in the townships of Meltham and South Crosland leading from Upper Wash in the township of Meltham to Greenlane-top, in the township of South Crosland, and also all footpaths within the area of reservoir No. 1.

To make and dedicate to the public a new road wholly in the said township of Meltham, commencing where the Cop-road joins the old turnpike-road from Huddersfield to Manchester, and terminating in the Cop-road at a point about 200 yards south of Blackmoor Foot-road.

To make and dedicate to the public a new road, commencing in the said township of Meltham, from the Cop-road at a point about 200 yards south of the said Blackmoor Foot-road, and passing thence through the said townships of Meltham and South Crosland, and terminating in the said township of South Crosland at or near Edge-end.

To declare that the whole of the said intended new roads shall, when made and completed, form part of the highways within the several districts or townships in which they shall be severally situate, and shall be repaired accordingly.

To lay down and maintain pipes in, over, and under streets, roads, lanes, bridges, railways, and other public passages and places; and to purchase, by compulsion and by agreement, and to take on lease, lands, houses, springs, streams, waters, and other hereditaments, and to take easements over and under any lands, houses, and other property.

Duplicate plans and sections, shewing the line or situation and levels of the intended works and the lands in or through which the same will be made, and the springs and streams intended to be taken and diverted, with a book of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands, houses, and other property which may be taken under the powers of the Bill, and also a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the West Riding of Yorkshire, at Wakefield; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in, or through which the said intended works will be made or be situate, or in which any lands or houses intended to be taken are situate, and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence; and in the case of any extra parochial place, then with the parish clerk of the parish immediately adjacent thereto.

The Bill will, for the purposes of the before-mentioned works, and of the existing undertaking of the Commissioners, increase the present borrowing powers of the Commissioners, and authorize them to raise further monies upon credit, not only of the rates or rents already authorized to be levied by, and of the existing property of, the Commissioners, but also of the rates or rents to be levied, and of the property to be acquired by, or vested in, the Commissioners under the powers of the Bill.

And the Bill will provide for payment of the expenses of applying for and passing of the said Bill out of any of the monies now in the hands of the Commissioners, or under their control, or to arise under the powers of the Bill.

And it is intended by the said Bill to enable the Commissioners to supply with water for private use, and for public and sanitary purposes, the following townships and places, or some of them, namely, the townships of Huddersfield, Longwood,

Meltham, South Crosland, Lindley-cum-Quarmby, Almondbury, Linthwaite, Lockwood, Dalton, and Kirkheaton, and also any part of the districts for the time being within the jurisdiction of the respective Local Boards of Health for the respective districts of Newsome, Lockwood, Longwood, Linthwaite, Meltham, Lindley-cum-Quarmby, Moldgreen, Deighton, Bradley, Kirkheaton, and Almondbury, and to enable the Commissioners to levy rates or rents in respect of the supply of water to such townships, places, and districts, and the Bill will alter the rates or rents now authorised to be levied by the Commissioners, and the application of such rates or rents, and will enable the Commissioners to grant exemptions from the payment of all or any of such rates or rents.

And it is further intended by the said Bill to enable the Commissioners on the one hand, and the Local Board of Health for the district of Meltham on the other hand, to agree for the transfer to the Commissioners of the existing waterworks of the said Local Board, and of all their rights, property, estate, and interest in such works, and to vest the same in the Commissioners.

And provision will also be made by the said Bill for more clearly defining the purposes for which water for domestic supply shall be afforded, also for the better recovery of water rates or rents, and for the prevention of the fraudulent use of the water of the Commissioners, and the wilful or negligent waste thereof, and for the increase of the powers of the Commissioners as to the laying and fixing of service pipes and the materials thereof.

It is intended further by the said Bill to alter the present constitution of the Commissioners, and the qualification of the Commissioners, and to incorporate the Commissioners, and to enable them on the one hand, and the Huddersfield Improvement Commissioners, or any Local Board of Health within the district, to be from time to time supplied with water by the Commissioners on the other hand, to contract and agree with the Commissioners as to such supply in bulk or otherwise, both for public, sanitary, or private purposes, and to confer upon such Improvement Commissioners and Local Boards respectively, all such powers as to the levying of rates and otherwise within the districts under their respective control as may be requisite for the purpose of enabling them respectively to carry into execution any such contract or agreement.

And for the purposes aforesaid, and in other respects, it is intended to alter and enlarge the powers and provisions of the existing Acts relating to the Commissioners, namely of the said Act passed in the 7th and 8th years of the reign of King George the 4th, intituled "An Act for supplying with water the town and neighbourhood of Huddersfield, in the West Riding of the county of York" (7 and 8 Geo. IV., cap. 84), and of the said Act passed in the 8th and 9th years of Her present Majesty, intituled "An Act to alter, enlarge, and amend an Act for supplying with water the town and neighbourhood of Huddersfield, in the West Riding of the county of York" (8 and 9 Vict., cap. 70).

And to confer other powers, rights, and privileges on the Commissioners, or the said Bill may repeal, alter, and consolidate the said Acts, and it will especially amend the said Acts, by conferring upon the Commissioners further powers with respect to the purchase of lands and the breaking up of streets, roads, and other public passages and places.

The Bill will vary and extinguish all existing rights and privileges which would in anywise interfere with any of the objects of the Bill; it

1865; and any other Acts relating to the Bristol and Exeter Railway Company, and the Tiverton and North Devon Railway Act, 1865.

To vary and extinguish all rights and privileges which will interfere with the objects of the Bill, to alter tolls, rates, and duties, and to confer other rights and privileges, and to make applicable to the Railway No. 3, and to the portion of the Bristol and Exeter Railway between the commencement thereof and the Tiverton Station, the provisions contained in the 49th, 50th, 51st, and 52nd sections of the Tiverton and North Devon Railway Act, 1865.

Plans and sections describing the lines, situation, and levels of the proposed railways and works, and the lands, houses, and other property in or through which they will be made, and 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, houses, and other property; also a published map, with the lines of railway delineated thereon, so as to show their general course and direction; and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, 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 residence.

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

Dated this 11th day of November, 1865.

Fussell & Prichard, Bristol, Solicitors for the Bill.

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

Whitehaven, Cleator, and Egremont Railway.
(Additional Capital.)

NOTICE is hereby given, that in pursuance of the provisions of "The Railway Companies Powers Act, 1864," the Whitehaven, Cleator, and Egremont Railway Company (hereinafter called the Company), have applied to the Lords of the Committee of Her Majesty's Privy Council, appointed for the consideration of matters relating to Trade and Foreign Plantations (hereinafter called the Board of Trade), for a certificate under the said Act, authorising the Company to raise for the purposes of their existing and authorised undertaking additional capital by shares, and by borrowing, with power to attach to such shares any preference or priority of dividend, and any other advantage which the certificate may define.

The certificate will vary the rights of the existing shareholders of the Company, and all such other rights and privileges as would interfere with the raising of such additional capital, and will incorporate "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863," and will also amend and enlarge, if necessary, the powers and provisions of the following local and personal Acts of Parliament, relating to the Company, or some of them

(that is to say), 17 Vic. cap. 64; 20 Vic. cap. 3; 24 and 25 Vic. cap. 62; 26 and 27 Vic. cap. 64; and 28 and 29 Vic. cap. 86; and any other Acts relating to the Company.

And notice is hereby further given, that at the offices respectively of Messrs. Holmes, Anton, Greig, and White, Parliamentary Agents, 18, Abingdon-street, Westminster, London, and Mr. John Musgrave, solicitor, 41, New-street, Whitehaven, and Mr. Thomas Steele Dodgson, Secretary to the Company, Lowther-street, Whitehaven, or any of them, copies of the draft of the certificate as proposed by the Company, will be supplied to all persons applying there for such copies on payment of sixpence for each copy; and all persons desirous of making to the Board of Trade any representation, or of bringing before them any objection respecting the application for such certificate as aforesaid, may do so by letter addressed to the Secretary to the Board of Trade, Whitehall, London, on or before the first day of January next.

And notice is hereby also given, that after the Board of Trade have settled the draft of the said certificate, copies thereof can be obtained at any of the before-mentioned offices, at a charge of sixpence for each copy, or of such other sum as the Board of Trade may direct.

Dated this sixteenth day of November, 1865.

John Musgrave, Solicitor to the Company, Whitehaven.

Holmes & Co., 18, Abingdon-street, Westminster, London, Parliamentary Agents.

Sheffield, Buxton, and Liverpool Railway.

(*via* Stockport and Warrington.)

(Incorporation of Company, with powers to make Railways from the Stockport, Disley, and Whaley Bridge Railway to Sheffield; Power to London and North Western Railway Company of subscribing, guaranteeing, working, and other Agreements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company (hereinafter called "the Company,") for the purpose of making and maintaining the following Railways, with all necessary and proper stations, works, and conveniences connected therewith, respectively, that is to say:

1. A railway (hereinafter referred to as Railway No. 1) commencing by a junction with the Stockport, Disley, and Whaley Bridge Railway at the eastern end of the passenger platform of the New Mills station, in the township of Disley, in the parish of Stockport, in the county of Chester, passing from, through, or into, the several parishes, townships, hamlets, liberties, and extra-parochial or other places following, or some of them, that is to say: Stockport, Disley, Yardsley, otherwise Yardsley-cum-Whaley, in the county of Chester, Glossop, Beard, Ollerset, Whitle, Thornset, Chinley, Bugsworth, Brownside, Chapel-en-le-Frith, Bowden-Edge, Peak-Forest, Castleton, Hope, Hope-Woodlands, otherwise Hope-Woodland, Aston, Thornhill, Hathersage, Bamford, Outseats, otherwise Hathersage-Outseats, Hathersage-Derwent, Derwent-Outseats, Derwent, Totley, Dore, and Dronfield, all in the county of Derby, and Nether-Hallam, Ecclesall-Bierlow, and Sheffield, all in the West Riding of the county of York, and terminating at or near a house numbered 189 in a street or road called or known by the name of Glossop-road, in the township and parish of Sheffield, in the West Riding of the county of York, which house belongs

to Alfred Dearman, and is in the occupation of Alfred Cowling :

2. A railway (hereinafter referred to as Railway No. 2) commencing by a junction with the Stockport, Disley, and Whaley Bridge Railway, at the northern end of the passenger platform of the Doveholes station, in the township of Bowden-Edge and parish of Chapel-en-le-Frith, in the county of Derby, passing thence from, through, or into, the several parishes, townships, hamlets, liberties, and extra-parochial or other places following, or some of them, that is to say:—Combs, Combs-Edge, Bowden-Edge, Chapel-en-le-Frith, and Peak Forest, all in the said county of Derby, and terminating by a junction with Railway No. 1, at a point in Peak Forest aforesaid, 858 yards north-eastward of a farm house called White Lee, otherwise Whiteside, in a field called Great Perry, in the occupation of William Bower, belonging to his grace the Duke of Devonshire, in Peak Forest aforesaid, in the county of Derby :

3. A railway (hereinafter referred to as Railway No. 3) commencing by a junction with Railway No. 1, at a point 10 yards south of the house No. 111 in Lansdown-road, in the township of Ecclesall-Bierlow, and parish of Sheffield, in the said West Riding of the county of York, passing thence from, through, or into, the parish of Sheffield, and townships of Sheffield and Ecclesall-Bierlow, within such parish, all in the said West Riding, and terminating at an inn or public-house called the Union Inn, situate at the top of the street called Barker's Pool, in Sheffield aforesaid, being the corner forming the junction between Cambridge-street and Division-street, and within the said township of Ecclesall-Bierlow, and parish of Sheffield :

And it is proposed by the intended Act to authorise lateral and vertical deviations from the line and level of the proposed railways, as shewn upon the plan and section hereinafter referred to, within the limits usually authorised by Parliament, or to be prescribed by the intended Act, also powers for the compulsory purchase of lands and buildings in all or some of the several parishes, townships, hamlets, liberties, and places aforesaid, for the purposes of the intended railways, approaches, stations, works, and conveniences, and other purposes of the intended Act: Also certain lands and buildings lying between Glossop-road, Fitzwilliam-street, Broomhall-street, Aberdeen-street, and Gell-street, all in the parish of Sheffield, in the West Riding of the county of York; and also certain other lands and buildings lying between Cambridge-street, Button-lane, Rockingham-street, and Division-street, all in the same parish of Sheffield: and also to stop up all streets or roads within the several boundaries above defined, and appropriate the site and soil thereof to the purposes of the undertaking, and to stop up, remove, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, bridges, rivers, streams, canals and other water-courses, and waters of every description, natural or artificial, telegraphic wires or apparatus, tunnels, subways, tubes, sewers, pipes, buildings, erections, or works of any description, within or near to any of the several parishes, hamlets, liberties, townships, and places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the intended Act:

And it is proposed by the intended Act to authorise the London and North Western Railway Company to subscribe a portion of the capital of the Company, and also to guarantee dividends or interest upon the whole or a portion of the capital

of the Company, and to authorise the London and North Western Railway Company to raise the amount of their subscription by the creation of new ordinary preference or guaranteed shares or stock in their own undertaking or by mortgage or otherwise, and to appoint directors and hold shares in the capital of the Company.

And it is proposed by the intended Act to authorise the Company on the one hand, and the London and North Western Railway Company on the other hand, to make and carry into effect agreements with respect to all or any of the matters aforesaid, and also with respect to all or any of the purposes hereinafter mentioned, that is to say: the construction, maintenance, working, and use by the said London and North Western Railway Company of the intended railways, and the stations, works, and conveniences connected therewith, the interchange, transfer, transmission, and conveyance of traffic from, to, and over the intended railways and works of the Company, and the railways and works of the London and North Western Railway Company, and the fixing, division, and apportionment between the said Companies of the tolls, rates, duties, charges, and receipts in respect of all or any such traffic as aforesaid, and to provide for the carrying of all or any such agreements into effect, and to confirm all or 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 authorise the taking and levying by the Company of tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to vary or extinguish all existing rights and privileges connected with any lands or buildings which may be acquired by the Company under the powers of the intended Act, or any work of any description which may be stopped up, removed, altered, or diverted, as aforesaid, and all other rights and privileges which would or might in any way prevent or interfere with any of the purposes of the Act being fully effected, and to grant other rights and privileges.

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several Acts following, or some of them, directly or indirectly relating to the London and North Western Railway Company (that is to say): local and personal Acts 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69, and 123; 20 and 21 Vict. caps. 64, 98, and 108; 21 and 22 Vict. caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict. caps. 77 and 79; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 203, and 233; 25 and 26 Vict. caps. 58, 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; 27 and 28 Vict., caps. 194, 226, 263, 278, 288, and 296; and 28 and 29 Vict., caps. 333, 334, 22, 72, 110, 193, 260, 267, and 316, and any other Act or

Acts relating to the London and North Western Railway Company.

Also the local and personal Acts relating to the Stockport, Disley and Whaley-bridge Railway Company, 17 and 18 Vict., cap. 200; 18 and 19 Vict., cap. 130; 20 and 21 Vict., cap. 98; 23 and 24 Vict., cap. 136; and any other Act or Acts relating to the Stockport, Disley, and Whaley-bridge Railway Company.

And notice is hereby further given that a plan and section in duplicate of the proposed railways and of the lands which may 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 for public inspection at the office in Chester of the Clerk of the Peace of the county of Chester, and at the office in Derby of the Clerk of the Peace for the county of Derby, and at the office in Wakefield of the Clerk of the Peace for the West Riding of the county of York; 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 as follows:—That is to say, in the case of a parish, with the parish clerk of such parish, at his residence; in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence, and that all such deposits will be made on or before the 30th November, 1865, 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 on or before the 23rd day of December, 1865.

Dated this 8th day of November, 1865.

Henry Gartside, Ashton-under-Lyne; *Henry Vickers*, Sheffield; Joint Solicitors for the Bill.

Pritt, Sherwood, Venables, and Grubbe, Gt. George-street, Westminster, Parliamentary Agents.

Hull South Bridge.

(Further powers for raising Money; Additional Loan and Subscriptions by Commissioners of Woods and Forests, Dock Company at Kingston-upon-Hull and North Eastern Railway Company; Lands for Approach and Tramway; 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, and enlarge the powers and provisions of the Hull South Bridge Act, 1862, and to extend the period limited by such Act for the completion of works.

To authorise the Hull South Bridge Company to borrow money on the credit of the undertaking, and the tolls thereof, and to attach to any unissued shares any preference or priority in payment of interest or dividend.

To authorise the Commissioners of Her Majesty's Woods, Forests, Land and Revenues to contribute either by way of loan or otherwise a further sum of money toward the undertaking of the Bridge Company, and to authorise agreements or confirm arrangements or agreements with respect to the present or any further advances of money or contributions to the undertaking of the Bridge Company.

To authorise the Dock Company at Kingston-upon-Hull and the North Eastern Railway Company respectively to contribute further sums of money towards the undertaking of the Bridge Company, and to hold additional shares in the capital of the Bridge Company, and to apply to the purpose of the additional contribution their funds, or any money which they are authorised to raise by their Acts for that purpose, or to guarantee interest or dividends on any shares in the capital of the Company, or on any money borrowed or raised on loan by the Company.

To make further provisions with reference to the increased contributions, and the appointment of directors of the Company, for regulating the rights of shareholders and voting at meetings or otherwise, and to alter any of the existing provisions relating thereto.

To authorise the Company to purchase compulsorily, for the purposes of the approach to the Bridge from the Humber Dock quays, and for the tramway to be laid down along the same, certain lands and houses, situate in the parish of the Holy Trinity, in the town and county of the town of Kingston-upon-Hull, at or near the south west corner of Humber-street, at and near the junction of Humber-street with Humber-place. Plans of such lands and houses, with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1865, be deposited at the office of the Clerk of the Peace for the town and county of the town of Kingston-upon-Hull, at his office in Hull; and also with the Clerk of the Peace for the East Riding of the county of York, at his office in Beverley; and a copy of such plans and book of reference, and copy of the Gazette notice, will, on or before the same day, be deposited with the parish clerk of the said parish of the Holy Trinity, at his residence.

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

Dated this 13th day of November, 1865.

Moss and Lowe, Solicitors to the Hull South Bridge Company.

In Parliament—Session 1866.

Brecon and Merthyr Tydfil Junction Railway. (Capital.)

(Amendment of Acts; Further Provisions as to Unions of Undertakings; Additional Capital.)

APPPLICATION is intended to be made to Parliament next session for leave to bring in a Bill to amend the Acts of Parliament 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. 80, 196, and 202; 27 and 28 Vic., caps. 265 and 304; and 28 and 29 Vic., caps. 285 and 324, relating to the Brecon and Merthyr Tydfil Junction Railway Company; and to make further provision with respect to the union of that Company's undertakings, and the effect of such union, and to amend the provisions of the said Act 28 and 29 Vic., cap. 285, relating to those subjects, and to define, declare, and regulate the capital of the said Company, and to empower the said Company for the purposes of the before-mentioned Acts, or some of them, or of agreements authorised by those Acts, and for other purposes of or connected with their undertaking to raise more money by the creation and issue of new shares and stock in their undertaking (preferential or otherwise), and

with or without special privileges, restrictions, and qualifications, and by borrowing on mortgage, or otherwise, and to authorise the said Company to raise *pari passu*, or in one class, any capital which they are by the Bill, and by any Act of next session, or any Act already passed, authorised to raise, and to raise any such capital in half-shares, and to create debenture stock.

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

Dated this 14th day of November, 1865.

Cobb and Price, Brecon, Solicitors for the Bill.

In Parliament—Session 1866.

Brecon and Merthyr Tydfil Junction Railway. (Amalgamations).

(Purchase, Lease, or Amalgamation of Kington and Eardisley and Sirhowy Railways; Amendment of Acts.)

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

To empower the Kington and Eardisley Railway Company and the Sirhowy Railway Company respectively, or either of them, to let, either in perpetuity or for any limited period, and also to sell and transfer to the Brecon and Merthyr Tydfil Junction Railway Company (hereinafter called "The Brecon Company"), all or any part of their undertakings, railways, works, and conveniences, constructed or to be constructed, lands, property, rights, powers, privileges, easements, and authorities, agreements, and benefit of agreements (present or future); and whether affecting their own undertakings or the undertakings of other Companies (and including works which may be sanctioned, and powers and rights which may be given by Acts of next session), for such rent, price, and consideration, and on such terms and conditions as have been or may be agreed upon, and to enable the Brecon Company to take such lease and accept such transfer.

To authorise the union and amalgamation of both or either of the aforesaid undertakings, railways, works, and conveniences, lands, property rights, powers, and privileges, agreements, and benefit of agreements, and of the proprietary and stocks, shares, and securities of the Kington and Eardisley Railway Company and the Sirhowy Railway Company respectively, or some part or parts thereof, with those of the Brecon Company.

To sanction and give effect to agreements between the Brecon Company and the Kington and Eardisley Railway Company and the Sirhowy Railway Company respectively, or either of them, for the purposes, or any of the purposes of the Bill; and (if deemed expedient) to provide for the dissolution of those two Companies, or either of them.

To apply to the purposes of the intended Bill any part of the funds which the Brecon Company are now authorised to raise; and to empower them to raise further money for the purposes of the Bill by borrowing and by the creation of new shares and stock (preferential or otherwise), and with or without special privileges, qualifications, and restrictions; and to adopt and to guarantee interest or dividend on the shares or stocks of the Kington and Eardisley Railway Company and Sirhowy Railway Company respectively, or either of them; or to grant a preference or priority thereto; and to grant annuities or rent charges.

To enable the Kington and Eardisley Railway Company and the Sirhowy Railway Company respec-

tively, or either of them, and their proprietors and creditors, to accept in lieu of their present shares, stocks, and securities, any shares, stocks, rent charges, annuities, or securities of the Brecon Company, and (if deemed expedient) to classify, define, limit, and regulate the capital, shares, stocks, and securities, charges, rights, and privileges of the proprietors and creditors of the Brecon Company and the other two companies.

To alter the tolls, rates, and duties which the Brecon Company and the Kington and Eardisley Railway Company and the Sirhowy Railway Company respectively, are authorised to take on their respective lines, or the lines of other Companies, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively, and to confer, vary, or extinguish other rights and privileges.

To extend to the undertakings and premises leased, transferred, or amalgamated under the Bill, any leases or agreements for leases of the undertaking of the Brecon Company, and to give further powers in that behalf.

To amend or repeal the Acts of Parliament following, or some of them (that is to say):—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. 80, 196, and 202; 27 and 28 Vic., caps. 265 and 304; 28 and 29 Vic., caps. 285 and 324, relating to the Brecon Company; 42 Geo. 3, cap. 115; 23 Vic., cap. 71; and 28 and 29 Vic., cap. 342, relating to the Sirhowy Railway Company; 25 and 26 Vic., cap. 67; 27 and 28 Vic., cap. 199; and 28 and 29 Vic., cap. 44, relating to the Kington and Eardisley Railway Company; 17 and 18 Vic., cap. 144; 22 Vic., cap. 34; and 26 and 27 Vic., cap. 127, relating to the Leominster and Kington Railway Company; and 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; 25 and 26 Vic., cap. 208; and 28 and 29 Vic., cap. 281, relating to the Monmouthshire Railway and Canal Company.

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

Dated this 14th day of November, 1865.

Cobb and Price, Brecon, Solicitors for the Bill.

Holyhead Waterworks.

Incorporation of Company—Construction of Works, &c.

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

To incorporate a Company and enable such Company to supply water for domestic, trade, sanitary, and other purposes, within the parish of Holyhead, in the county of Anglesey.

To acquire the right to take, divert, intercept, impound, and use the water from a certain spring adjoining certain fields near the road from Holyhead to South Stack Lighthouse, now or late in the respective occupations of William Roberts and John Griffiths, and such further springs and waters as shall be found on any other lands or grounds adjoining, or near to such first-mentioned spring, and within the limits of deviation to be marked upon the plans hereinafter-mentioned, being within the said parish of Holyhead.

To construct and form a reservoir on or near

to several closes of lands or fields between Tur House and Llian Goch, now or late in the respective occupations of William Roberts, John Griffith, and Robert Hughes, all being within the said parish.

To form and construct or lay down an aqueduct or main pipe, commencing at such last-mentioned reservoir, and terminating at or near a certain house called or known by the name of Porth-y-Felin, in the said parish.

To construct and form a reservoir on or near a certain mill-pond adjoining a mill called Melin Tur, in the occupation of William Griffith, all in the said parish.

To form and construct or lay down an aqueduct or main pipe, commencing at such last-mentioned reservoir and terminating at or near an ancient mill called West Mill, in the said parish.

To construct and form a reservoir or tank, at or near the termination of such last-mentioned aqueduct or main pipe, on a piece of land in the occupation of Owen Hughes, all in the said parish.

To construct and maintain sluices, embankments, gauge weirs, waste weirs, overfalls, bridges, drains, aqueducts, pumping stations, filtering beds, steam engines, main pipes, tunnels, drains, roads, approaches, and other works, within the said parish, in connection with the waterworks, or for the purpose of diverting, intercepting, conducting or raising the waters intended to be taken as aforesaid.

To purchase by compulsion or agreement, and otherwise take on lease, and take grants or easements over lands, houses, rights of water, and other property, for the purposes of the undertaking, and to levy rates and charges in respect of water supplied by the Company.

To cross under, or by the side of, and to stop up, either temporarily or permanently, roads, railways, streams, and watercourses, for the purpose of laying down and to authorise the laying down such culverts, cuts, drains, branch pipes, service pipes, distributing pipes, sluices, fire-plugs, wash-out-cocks, and other works, apparatus and appendages, as may be necessary, or proper for obtaining, storing, conveying, and delivering the water of the said Company, and for more conveniently using, draining, and cleansing the several works hereinbefore mentioned.

To confer, vary, or extinguish rights and privileges over all lands, houses, hereditaments, rights of water, and other property to be taken, acquired, or interfered with by the Company.

To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Waterworks Clause Act, 1847."

The whole of such respective reservoirs and aqueducts, or main pipes so described, will commence, terminate, and be situate within the said parish of Holyhead.

Duplicate plans and sections describing the situation, lines, and levels of the said intended reservoirs, aqueducts, or main pipes, and the lands in, through, or upon which, the same respectively will be situate or made, a book of reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands, houses, and property which may be taken, and a copy of this notice, as published in the London Gazette, will, on or before the 29th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Anglesey,

at Beaumaris, in the said county; and on or before the same day a copy of the said plans, sections, and book of reference, and a copy of this notice will be deposited with the parish clerk of the said parish of Holyhead, at his place of abode.

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

Dated this sixth day of November, 1865.

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

Brynmawr and Blaenavon Railway.

(Construction of Railways—Running Powers over the Railways of, arrangements with, subscription by, and other provisions affecting the London and North Western Railway Company, the Merthyr, Tredegar, and Abergavenny Railway Company, the Monmouthshire Railway and Canal Company, the Great Western Railway Company, and the Blaenavon Company (Limited).—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a company for making and maintaining the railways hereinafter mentioned, or some of them, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, and to confer upon the Company to be thereby incorporated (hereinafter called "the Company,") all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them (that is to say):—

A railway (No. 1), commencing in the parish of Aberystruth, in the county of Monmouth, by a junction with the Merthyr, Tredegar, and Abergavenny Railway, at a point 90 yards or thereabouts from and to the eastward of the eastern end of the passenger booking-office at the Brynmawr station on that railway, and terminating in the parish of Trevethin, in the county of Monmouth, in a field belonging or reputed to belong to the trustees of the will of Capel Hanbury Leigh, Esq., deceased, numbered 74 on the tithe commutation map of the said parish of Trevethin, which said intended railway (No. 1) will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say): Aberystruth, Llanfoist, and Trevethin, in the county of Monmouth, and Llanelly, in the county of Brecon.

A railway (No. 2), commencing in the parish of Trevethin, in the county of Monmouth, by a junction with the said intended railway (No. 1) in a field belonging, or reputed to belong, to the trustees under the will of Capel Hanbury Leigh, Esq., deceased, and numbered 62 on the tithe commutation map of the said parish of Trevethin, and terminating in the parish of Llanover, in the county of Monmouth, by a junction with the westernmost siding of the private railway of the Blaenavon Company (Limited), at or near to the bottom of the incline known as the railway incline of that private railway, which said intended railway (No. 2) will be wholly made in the said parishes of Trevethin and Llanover.

A railway (No. 3), commencing in the parish of Aberystruth, in the county of Monmouth, by a junction with the intended railway (No. 1) on the mountain waste called Waun Avon, at a point 18 chains or thereabouts from and to the southward of a public house called The Heath Bush, situate

in the parish of Llanelly, in the county of Brecon, and terminating in the said parish of Llanelly, on Gilwern Hill, at a point 15 chains or thereabouts from and to the north-eastward of the top of the incline of the Brecon Boat Company, at their limestone quarries on Gilwern Hill aforesaid, 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, Aberystroth and Llanwenarth, otherwise Llanwenarth ultra, in the county of Monmouth, and Llanelly, in the county of Brecon.

A railway (No. 4), wholly in the parish of Trevelin, in the county of Monmouth, commencing by a junction with the intended railway No. 1, in a field belonging, or reputed to belong, to the trustees under the will of Capel Hanbury Leigh, Esq., deceased, and numbered 69 on the tithe commutation map of the said parish of Trevelin; and terminating at or near to the top of the incline of the private railway belonging, or reputed to belong to, and in the occupation of, J. Vipond and Company (Limited).

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

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

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

To levy tolls, rates, and duties upon, or in respect of, the intended railways and works, and the railways, stations, and works hereinafter mentioned, belonging to other companies and persons, and to alter the tolls, rates, and duties which those other companies and persons respectively are now authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties.

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 traffic of every description, firstly, so much of the Merthyr, Tredegar, and Abergavenny Railway as lies between the point of junction above described of the intended railway No. 1 with that railway and the Brynmawr station of that railway, together with that station; and secondly, the railway of the Blaenavon Company (Limited), and the roads, platforms, water, water engines, sidings, machinery, works, and conveniences of, or connected with those railways respectively.

And it is also intended by the said Bill to empower the London and North Western Railway Company, the Merthyr, Tredegar, and Abergavenny Railway Company, the Monmouthshire Railway and Canal Company, and the Great Western 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, collection, transmission, and delivery 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 to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid, and also to empower the companies above-mentioned, or any or either of them, to take and hold shares in, and subscribe towards, the said undertaking of the Company, or any part thereof, and to guarantee to the Company interest, dividends, annual or other payments on the capital of the Company, and on moneys borrowed by them, and for those purposes to empower the said Companies respectively to raise further moneys 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.

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):—8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 193; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 241, 248, 259, 261, 262, 269, 300, 309, 320, 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; 27 and 28 Vic., caps. 62, 194, 196, 226, 263, 288, 296, and 309; and 28 and 29 Vic., caps. 333 and 334, relating to the London and North Western Railway Company, and 22 and 23 Vic., cap. 59; 25 and 26 Vic., cap. 209; and 26 and 27 Vic., cap. 126, relating to the Merthyr, Tredegar, and Abergavenny 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; 25 and 26 Vic., cap. 208; and 28 and 29 Vic., cap. 281, relating to the Monmouthshire Railway and Canal Company; 5 and 6 William 4, cap. 107; 26 and 27 Vic., caps. 113, 118, and 151; 27 and 28 Vic., caps. 176 and 306; and 28 and 29 Vic., cap. 299, relating to the Great Western 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 Monmouth, at his office at Newport, in that county, and with the Clerk of the Peace for the county of Brecon, at his office at Brecon, in that county; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and works, or any part of them, are, or is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the parish clerk thereof at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 7th day of November, 1865.

Walford and Gabb, Abergavenny; *E. J. C. Davies*, Crickhowell, Solicitors for the Bill.

J. Dorington and Co., 6, Parliament-street, Westminster, Parliamentary Agents.

Ryde Pier Tramways.

(Formation and Maintenance of Tramways or Railways to connect Ryde Pier Company's existing Tramway with Isle of Wight Railway at Ryde; Relinquishment of authorized Tramways at Ryde; Removal of the Isle of Wight Ferry Pier, sometimes called the Victoria Pier, &c.; Compulsory Purchase of Lands and Houses; Sale or Lease of Tramway or Railway to the Isle of Wight Railway Company; Tolls; Working Arrangements; Traffic Facilities; Application of Corporate Funds and Raising of Additional Capital for purposes of Act; 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 authorizing the Company to make and maintain—

A tramway (herein called "Tramway No. 1.") commencing by a junction with the existing tramway on the Ryde Pier, at or near its southern terminus, and terminating at a point forty-four yards or thereabouts southward of the authorized northern terminus of the Isle of Wight Railway, 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.

A tramway or railway (herein called "Tramway or Railway 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 the existing northern termination thereof on the south side of St. John's Road, in the town of Ryde, in the parish of Newchurch.

Approaches, bridges, arches, cuts, stations, and

other works and conveniences connected with those works respectively.

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 Tramway No. 1 and the Tramway or Railway No. 2 and other works 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 Monckton Meads; all in the Isle of Wight and county of Southampton.

To authorize the Company to abandon the formation of the whole of the tramways by the Ryde Pier Tramways Act, 1865, authorized to be made and therein distinguished as Tramway No. 1 and Tramway No. 2, and to make provision for the withdrawal of the deposit made in respect thereof in the Court of Chancery.

To authorize the Company to purchase by compulsion, or otherwise to acquire, lands and houses for the purposes aforesaid, or any or either of them.

To form a junction or junctions with the tramways or railways or any part thereof or other works relating thereto belonging to the Company or the Isle of Wight Railway Company, herein after called the Railway Company.

To make and maintain the Tramway No. 1, and the Tramway or Railway No. 2, 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 authorize the Company to apply their corporate funds to all or any of the purposes of the intended Act, to raise additional capital by new shares, or by debenture or other 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 Tramway No. 1, or Tramway or Railway No. 2, distinct from their other capital, monies borrowed, receipts, credits, debts, and liabilities.

To levy tolls, rates, duties, and charges, and to alter any existing tolls, rates, duties, and charges now or hereafter to be levied by the Company; and to confer, vary or extinguish or grant exemptions from the payment of tolls, rates, duties, and charges, and to confer, vary, or extinguish any other rights or privileges.

To use for purposes of the intended Tramway No. 1, or Tramway or Railway No. 2, or either of them, the existing station of the Railway Company, or their station at their authorized terminus in Ryde, if and when constructed.

To run over with carriages of every description and use, all or any part of the Railways and stations, sidings, platforms, water, watering places, machinery, works, and conveniences of the Railway Company. To authorize the Railway Company to run over all or any part of the Company's existing or authorized Tramways, or the intended Tramways or Tramway and Railway.

To authorize the Company to remove the pier at Ryde, called or commonly known as the Victoria Pier, and to close the Dock and Basin erected by the Isle of Wight Ferry Company.

For regulating the working of the Company's existing and proposed Tramway, or Tramway and Railway, or any of them.

For authorizing the Company and the Railway Company to agree in respect of the following matters:—

The sale or lease of the proposed Tramway or Railway No. 2 to the Railway Company.

The working, management, maintenance and user of all or parts of the Company's existing or proposed Tramway, or Tramway and Railway; 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 authorizing the Company and any other Companies hereafter authorized, to make any Railways or Tramways in or near to the town of Ryde, and in or near to the course of the proposed Tramway, or Tramway and Railway, 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 authorizing the Company and the Ryde Commissioners to enter into agreements for any purposes of the intended Act, and to confirm same.

The following Acts or some of them 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 or any of them, or any part thereof:—

“The Ryde Pier Company's Act” (52 Geo. III., cap. 196). “The Ryde Pier Tramways Act, 1865” (28 and 29 Victoria, cap. 346). “The Isle of Wight Eastern Section Railway Act, 1860” (23 & 24 Vict., cap. 162). “The Isle of Wight Railway Act, 1863” (26 & 27 Vict., cap. 232). “The Isle of Wight Railway Act, 1865” (28 & 29 Vict., cap. 224), and “The Isle of Wight Railway (Steamers) Act, 1865” (28 and 29 Vict., cap. 157). “The Ryde Improvement Act, 1854” (17 and 18 Vict., cap. 83). “The Isle of Wight Ferry Act, 1856” (19 & 20 Vict., cap. 112). “The Isle of Wight Ferry Act, 1864” (27 & 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 tramway and tramway and railway 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 tramway and tramway and railway 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, 1865, 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 also with the Clerk of the Peace for the county of the Isle of Wight, at his office at Newport, 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 tram-

way and tramway and railway 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, 1865.

Dated this 14th day of November, 1865.

W. E. Ratcliffe, Ryde, Isle of Wight,
Solicitor for the Bill.

Bryden and Robinson, 6, Great Queen
Street, Westminster, Parliamentary
Agents.

North British Railway (Glasgow Branches).
(Construction of Railways in and near Glasgow; New Street; Abandonment of portions of the Edinburgh and Glasgow Railway; Stopping up streets; Erection of Station Hotel; Increase of Capital; Agreements with the City of Glasgow Union and Glasgow and South-Western Railway Companies; Running Powers over City of Glasgow Union Railway; Traffic Arrangements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for a Bill to authorise the North British Railway Company, hereinafter called “the Company,” to carry into effect the purposes following, or some of them, that is to say:—

To make and maintain the railways, and new street or diversion of streets, hereinafter mentioned, or some of them, with all proper works, approaches, stations, and conveniences connected therewith respectively, namely:—

1. A railway (hereinafter called Railway No. 1), commencing by a junction with the line of railway from Glasgow to Coatbridge, authorised by “The Edinburgh and Glasgow Railway (Coatbridge Branch) Act, 1865,” at a point in the city or royal burgh of Glasgow 200 yards or thereby eastwards from the north-eastern corner of the Hunterian Museum in the College of Glasgow, and terminating at a point in the said city or royal burgh at or near to the booking office at the Queen-street Station of the Edinburgh and Glasgow Railway, now belonging to the Company.

2. A railway (hereinafter called railway No. 2), commencing by a junction with railway No. 1, at a point in the said city or royal burgh 17 yards or thereby north-eastwards from the north-east corner of the United Presbyterian Church in Montrose-street, and terminating by a junction with the line of railway from the Glasgow, Dumbarton, and Helensburgh Railway to Stobcross, authorised by “The Edinburgh and Glasgow Railway (Extensions) Act, 1864,” at or near to a point in the barony parish of Glasgow and county of Lanark, where the said authorised line of railway crosses Sandyford-street.

3. A railway (hereinafter called Railway No. 3), commencing by a junction with Railway No. 2 at or near to the eastern side of West Nile-street, at the junction of that street with West Regent-street, in the city or royal burgh of Glasgow, and terminating by a junction with the main line of the Edinburgh and Glasgow Railway, at or near to a point in the said city or royal burgh where the said main line passes under Holmhead-street in the said city.

4. A railway (hereinafter called Railway No. 4), commencing by a junction with the authorised line No. 1, of the City of Glasgow Union Rail-

way at or near a point in the city or royal burgh of Glasgow where the said authorised line crosses London-street, and terminating by a junction with Railway No. 1 at or near to a point in the said city or royal burgh 20 yards or thereby southwards from the point where Shuttle-lane joins George-street in the said city.

Which railways, No. 1, No. 2, No. 3, and No. 4, and works connected therewith, and the lands, houses, and other property to be taken for the purposes thereof, will pass from, in, through, or into, or be situated within the city and parish of Glasgow, and the barony parish of Glasgow, in the county of Lanark, or one of them.

5. A railway (hereinafter called Railway No. 5), commencing by a junction with the line of railway from the Glasgow, Dumbarton, and Helensburgh Railway to Stobcross, authorised by "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," at a point in the parish of Govan and county of Lanark, 256 yards or thereby eastward from Banochill Cottages on the lands of Broomhill, and terminating by a junction with the Glasgow, Dumbarton, and Helensburgh Railway at a point in the parish of New or East Kilpatrick and county of Dumbarton, 263 yards or thereby south-eastwards from East Drumchapel Farm steading.

6. A railway (hereinafter called Railway No. 6), commencing by a junction with Railway No. 5 at a point in the parish of New or East Kilpatrick and county of Dumbarton, 105 yards or thereby southwards from South Western Farm steading, and terminating by a junction with the Glasgow and Milngavie Junction Railway at a point in the same parish and county, 230 yards or thereby north-westwards from Lochend Cottage.

Which railways No. 5 and No. 6, and works connected therewith, and the lands, houses, and other property to be taken for the purposes thereof, will pass from, in, through, or into, or be situated within the parishes of Govan, in the county of Lanark, Renfrew, in the county of Renfrew, and New or East Kilpatrick, in the county of Dumbarton, or some of them.

7. A railway (hereinafter called Railway No. 7), commencing by a junction with the said authorised line of railway from Glasgow to Coatbridge at a point in the barony parish of Glasgow and county of Lanark, 192 yards or thereby southwards from Wester Carntyne Farm-house, and terminating by a junction with the Sighthill Branch of the Edinburgh and Glasgow Railway, now the property of the Company, at a point in the parish of Springburn and county of Lanark, 325 yards or thereby north-westwards from the lodge on the avenue leading to Barnhill Poor-house.

8. A railway (hereinafter called Railway No. 8), commencing by a junction with the said authorised line of railway from Glasgow to Coatbridge at a point in the city and parish of Glasgow and county of Lanark, 107 yards or thereby south-eastwards from Annfield House or Academy, and terminating by a junction with railway No. 7 at a point in the parish of Springburn and county of Lanark, 33 yards or thereby southwards from Burnbank House.

Which railways No. 7 and No. 8, above described, and the lands, houses, and other property to be taken for the purposes thereof, will pass from, in, through or into, or be situated within the city and parish of Glasgow, and the parishes of barony of Glasgow, Shettleston, Springburn, and Maryhill, or some of them, all in the county of Lanark.

9. A new street, or diversion of the streets called Blackfriars-street and Old Vennel in the city or royal burgh of Glasgow, commencing at a point in Blackfriars-street, 77 yards or thereby east-

ward from the junction of Blackfriars-street with High-street, and terminating at or near the junction of Great Dovehill-street with Grame-street; which new street will be situate in the said city and parish of Glasgow, and which streets called Blackfriars-street and Old Vennel, and the street called Regent-place, and other streets adjoining or connecting with the said streets will be stopped up and appropriated.

To construct sidings, stations, goods depôts, warehouses, works, buildings, and conveniences, in connection with the said intended railways.

To deviate laterally from the lines of the said intended railways and other works as delineated on the plans hereinafter mentioned, to the extent defined on the said plans; and also to deviate vertically from the levels of the said intended railways and other works, as shown on the sections hereinafter mentioned, to the extent specified in the said Bill.

To stop up and appropriate North Queen-street; the portions of North Frederick-street and North Hanover-street lying to the south of Cathedral-street, and all public and private streets, lanes, paths, and passages lying between the said portions of North Frederick-street and North Hanover-street; and also Little Hamilton-street, and all public and private streets, lanes, paths, and passages lying between Little Hamilton-street and George-street, and between Little Hamilton-street and Love Loan; all which streets, lanes, paths, and passages so to be stopped up and appropriated are situate within the city and parish of Glasgow.

To authorise the Company to erect and maintain a station hotel, within the city and parish of Glasgow, at or adjoining the present station of the Edinburgh and Glasgow Railway, and to make all necessary approaches thereto.

To take powers for the purchase, compulsorily or otherwise, of the lands, houses, and other property which may be required to be taken for the purposes of the said intended railways, street, stations, and other works, and the other purposes of the Bill; to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased or taken, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, street, stations, and other works, or any of them; to cross, alter, divert, and stop up such highways, turnpike or other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water courses, as it may be necessary or expedient to cross, alter, divert, or stop up, for the purpose of making, maintaining, or using the said intended railways and street, or any of them, or any of the works, approaches, stations, or conveniences connected therewith respectively.

To authorise the Company to abandon and relinquish the portions of the main line of the Edinburgh and Glasgow Railway, and works connected therewith, authorised by the local Act 1 and 2 Vic., cap. 58, and the other Acts relating to the Edinburgh and Glasgow Railway Company, which may be rendered unnecessary by the construction of the said intended railways and works, and to appropriate to the purposes of their undertaking the said portions of the said main line and works, including the site thereof, which portions are situated in the city and parish of Glasgow.

To authorise the Company to abandon and relinquish the formation of the railway from near South Balgray Farm steading to near Skaterig Farm steading, in the parishes of Govan, in the county of Lanark, and Renfrew, in the county of

Renfrew, authorised by "The Edinburgh and Glasgow Railway (Extensions) Act, 1864."

To enable the Company to raise and apply to the purposes aforesaid, or any of them, the capital which they are authorised to raise by the Acts relating to the Company, or by any Act to be passed in the ensuing session of Parliament, by means of shares or otherwise; and to raise additional capital for the purposes of the said Bill, and for the general purposes of their undertaking, by the issue of new shares, either ordinary, guaranteed, or preferential, or by borrowing on bond or mortgage.

To levy tolls, rates, and duties on or in respect of the said intended railways, stations, and works, and the conveyance of traffic thereon, and on or in respect of the railways, stations, and works, hereinafter mentioned, belonging to the City of Glasgow Union Railway Company, and the conveyance of traffic thereon; to alter or vary the tolls now authorised to be levied on the said several railways, and on the other railways of the Company; to confer exemptions from the payment of such several tolls, rates and duties; to vary or extinguish all rights and privileges which would interfere with or prevent the execution of the purposes of the said Bill or any of them; and to confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

To empower the Company, and the City of Glasgow Union Railway Company, and the Glasgow and South-Western Railway Company, (hereinafter called "the other Companies") or either of them, to make and enter into arrangements, and execute agreements with each other with respect to all or any of the following matters or things; that is to say, the acquisition of lands, houses, and other property, or rights therein, for the purposes of the said intended railways, stations, and other works; the construction, maintenance, and use of the said railways, stations, and other works, or part thereof, by the Company and the other Companies, or either of them, jointly; the construction, maintenance, and use of part thereof by the Company, and part thereof by the other Companies, or either of them; the admission of the other Companies, or either of them, as copartners, joint owners, or occupiers in the said stations and works connected therewith, or the apportionment of the said stations and works between the Company and the other Companies, or either of them; the application by the other Companies, or either of them, of any portion of their income or capital to the purposes of any such arrangements or agreements; the raising of new capital by the other Companies for such purposes, by the creation of shares, ordinary, preferential, or guaranteed, or by borrowing on bond or mortgage; the appointment of a joint committee or joint committees, with all usual and necessary powers, for the regulation, management, and control of such stations; the transference to the other Companies, or either of them, of the powers, or some of the powers to be conferred on the Company by the said Bill in relation to the construction, maintenance, and use of the said railways, street, stations, and other works; the use of, and the interchange, forwarding, working, and conducting traffic between, over, and upon the respective undertakings of the Company and the other Companies, or either of them, including the said intended railways and other works; the fixing, levying, and apportionment of the tolls, rates, and charges in respect of such traffic; the execution and maintenance of works and conveniences for the accommodation of such traffic and other matters connected there-

with; and to confirm any agreements which may have been or may be entered into between the Company and the other Companies, or either of them, in relation to the said several matters; or to make provision in the said Bill for effecting all or any of the said several matters and things relative thereto.

To authorise the Company, and all companies and persons lawfully working or using their railways, or any part thereof, to run over, work, and use with their engines, and carriages, and for the purpose of traffic of every description, the railways belonging to, or authorised to be constructed by the City of Glasgow Union Railway Company, and also all stations, approaches, works, and conveniences upon, or connected therewith, on payment of such tolls or remuneration, and on such terms and conditions as may be agreed upon, or as may be prescribed or provided by the said Bill.

To make provision for facilitating the interchange and transmission of traffic from, to, and over the said intended railways, and the other railways of the Company, and the railways belonging to the other Companies, or either of them; and for securing through booking and invoicing, through trains, and through rates from, to, and over the said railways respectively, or any of them.

To enable the Company and the Board of Police of the city of Glasgow, and any companies, or corporations, or commissioners, or road or statute labour trustees, or other bodies or persons, to enter into and carry into effect such arrangements and agreements as may be expedient or proper for making, maintaining, working, or using the said intended railways, street, stations, and works, and for the construction and maintenance of any sewers, drains, or other works which may be rendered necessary in carrying into effect the objects and purposes of the said Bill.

To confirm any agreements made between the Company and the owners, lessees, or occupiers of any lands required to be taken for the purposes of the said intended railways and other works.

To amend or repeal, so far as may be necessary for the purposes of the said Bill, the following Acts relating to the North British Railway Company and their undertaking, viz.:—The local and personal Acts, 14 and 15 Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 83, and 96; 23 and 24 Vict., caps. 140, 145, 159, and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vict., caps. 47, 48, 49, 142, 145, 181, and 189; 26 and 27 Vict., caps. 194, 213, 223, and 226; 27 and 28 Vict., caps. 84, 100, and 292; 28 and 29 Vict., caps. 125, 152, 186, 202, 206, 213, 308, and 309; and all other Acts (if any) relating to the North British Railway Company; the following Acts relating to the Edinburgh and Glasgow Railway Company, now amalgamated with the North British Railway Company, viz.:—The local and personal Acts, 9 and 10 Vict., caps. 81, 202, and 332; 10 and 11 Vict., caps. 83 and 246; 11 and 12 Vict., caps. 116, 118, 127, and 160; 12 and 13 Vict., caps. 39 and 86; 15 Vict., cap. 109; 16 and 17 Vict., cap. 151; 18 and 19 Vict., caps. 158 and 190; 19 and 20 Vict., caps. 98 and 106; 21 and 22 Vict., cap. 64; 24 and 25 Vict., caps. 84, 195, 198, and 248; 25 and 26 Vict., caps. 135 and 138; 26 and 27 Vict., caps. 187, and 237; 27 and 28 Vict., caps. 81, 248, 271, 279, and 286; 28 and 29 Vict.,

caps. 200, 213, 217, 328, and 356; and all other Acts (if any) relating to the Edinburgh and Glasgow Railway Company; the following Acts relating to the Glasgow and South Western Railway Company and their undertaking, viz.:—"The Glasgow and South Western Railway Consolidation Act, 1855," and the several other local and personal Acts relating to the Glasgow and South Western Railway Company and their undertaking, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th, and the 28th and 29th years of the reign of Her present Majesty; the following Acts relating to the City of Glasgow Union Railway Company and their undertaking, viz.:—"The City of Glasgow Union Railway Act, 1864," and "The City of Glasgow Union Railway Act, 1865;" and also "The Glasgow Police Act, 1862;" and, in so far as necessary, the several Acts recited in all or any of the Acts herein before mentioned, or some of them.

Plans and sections describing the lines and levels of the said intended railways, street, and other works, and the lands, houses, and property which may be required to be taken for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and property, and published maps with the lines of the said intended railways delineated thereon, and a copy of this notice as published in the Edinburgh Gazette will, on or before the 30th day of November, 1865, be deposited in the office of the principal sheriff clerk of the county of Lanark at Glasgow, in the office of the principal sheriff clerk of the county of Renfrew at Paisley, and in the office of the principal sheriff clerk of the county of Dumbarton at Dumbarton; and a copy of so much of the said plans, sections, and books of reference as relates to each of the several parishes above-mentioned, and to the city or royal burgh of Glasgow, with a copy of this notice, will, on or before the 30th day of November, 1865, be deposited with the schoolmaster, or if there be no schoolmaster, with the session clerk of each of the said parishes respectively, at the place of abode of such schoolmaster or session clerk, and with the town clerks of the said city or royal burgh, at their office in Glasgow.

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, 1865.

Dated this 14th day of November, 1865.

Mitchell, Allardice, and Mitchell, Glasgow,
Solicitors for the Bill.

Loch and MacLaurin; 8, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1866.

Bridgewater and Taunton Canal, and Bristol and Exeter Railway.

(Purchase and Transfer of Canal and River Tone Navigations, Docks, and Works of Bridgewater and Taunton Canal and Stolford Railway and Harbour Company.—Transfer of Powers of that Company to Bristol and Exeter Railway Company.—Provisions as to Sale of Superfluous Land.—Additional Capital.—Amendment of Acts.)

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

To authorise the Bridgewater and Taunton Canal and Stolford Railway and Harbour Company, in this notice referred to as "the Canal Company," originally incorporated as the Company of Proprietors of the Bristol and Taunton Canal Navigation, and subsequently intitled the Company of Proprietors of the Bridgewater and Taunton Canal Navigation, to sell and transfer their undertaking, including their Bridgewater and Taunton Canal and River Tone Navigations, and all other their canals, navigations, docks, basins, cuts, lands, tenements, hereditaments, easements, rights of water, property, estate (real and personal), and effects, and all or any of their rights, powers, and privileges, whether in respect of their own undertaking or the undertaking of any other Company, corporation, or person or persons, to the Bristol and Exeter Railway Company, in this notice called "the Railway Company," for such price or consideration, and upon such terms and conditions as may have been or may hereafter be agreed upon, and to authorise the Railway Company to make such purchase and accept such transfer, and to have, hold, exercise, and enjoy the undertaking or undertakings, or any part thereof, respectively, and the rights, powers, and privileges to be so sold and transferred, and generally to have and exercise all such rights and powers, whether of levying tolls, rates, and duties, or of maintaining and completing works, or regulating, managing, working, and using the canals, navigations, docks, and basins, or the traffic thereto and thereon, or otherwise, as the Canal Company had or could exercise at the time of the transfer.

To provide for the dissolution of the Canal Company, and the winding up of its affairs, and for distribution between the mortgagees, creditors, shareholders, and proprietors thereof, in such manner or proportions as may be, or have been agreed upon, or be defined in, or authorised under the powers of the Bill, of the monies payable for the purchase of the undertaking of the Canal Company, and of other the assets of the Canal Company, or to confirm any arrangement for the distribution of such monies and assets by the Bill, and for such purpose to define and vary the rights and claims of the several classes of mortgagees, creditors, and shareholders, and of any other parties interested in the undertakings of the Canal Company.

To authorise the Railway Company to sell any superfluous lands belonging to the Canal Company, subject to the provisions for resale of lands in "The Lands Clauses Consolidation Act, 1845," or otherwise, and to vary the provisions in the existing Canal Acts relating to resale of lands.

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

To vary or extinguish all rights and privileges which relate to or are connected with the said undertakings of the Canal Company, and the works and conveniences thereof respectively, which would impede or interfere with the objects and purposes of the intended Bill, and to alter rates, tolls, and duties, and to vary or extinguish

exemptions from rates, tolls, and duties, and to confer other exemptions, rights, and privileges.

To confirm and give effect to any agreements or arrangements made, or which, prior to the passing of the intended Bill, may be made between or on behalf of the said Companies with reference to all or any of the objects of the intended Bill.

To alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament following, or some of them; viz.:—"The Bristol and Exeter Railway Act, 6 Wm. 4, cap. 36;" "The Bristol and Exeter Railway Act, 1863;" "The Bristol and Exeter Railway (Additional Powers) Act, 1865;" and any other Acts relating to the Railway Company; 10 and 11 Wm. 3, cap. 8; 6 Anne, cap. 9 (private); and 44 George 3, cap. 83 (local), relating to the Conservators of the River Tone Navigation; 51 George 3, cap. 60; 5 George 4, cap. 120; 2 Wm. 4, cap. 43; 7 Wm. 4, cap. 11; and 9 and 10 Vict., cap. 145, relating to the Canal Company; and any other Acts relating to the Canal Company.

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

Dated this 11th day of November, 1865.

Fussell and Prichard, Bristol, Solicitors for the Bill.

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

The School of Wolstan Dixie, Knight, of Market Bosworth, in the county of Leicester.

(Alteration of mode of appointing Governors, and of the area from which they may be taken; Repeal and alteration of Statutes; and Extension of objects.)

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 alter and vary the constitution of the Governors of the School or to do away with the present mode of appointing them, and to enable the Court of Chancery, the Charity Commissioners for England and Wales, or other fit tribunal, to appoint future Governors for the said school, whether resident in Market Bosworth or in the neighbourhood thereof, or elsewhere.

2. To alter, modify, or repeal, the statutes of Sir Wolstan Dixie, Knight, the nephew and heir of the founder, signed and published on the 21st day of July, 6th Charles 1st (1630), and the letters patent of Queen Elizabeth, dated 11th of May, 1601, and any other rules or statutes now in force and affecting the said school.

3. To extend the objects of the said Charity, and to regulate the application of the rents and profits thereof.

4. To confirm any scheme of the Court of Chancery made or to be made in a suit, wherein Her Majesty's Attorney-General is the Informant, and the Governors of the School of Wolstan Dixie, Knight, of Market Bosworth, in the county of Leicester, and Sir Alexander Beaumont Churchill Dixie, Baronet, are the defendants, and generally to carry into effect the provisions of the said scheme, or any decree or order of the Court, in relation to the said Charity.

Dated this 9th day of November, 1865.

John P. Fearon, Solicitor to the Attorney-General in Crown Charity Suits.

In Parliament.—Session, 1866.

Colchester Gas Consumers' Company.

(Incorporation of Company with powers to supply Gas to Colchester and other parishes and places in the neighbourhood thereof, and powers as to existing Gas Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate the Company, and to authorise such Company to supply gas for public and private purposes within the borough of Colchester and the several parishes and places following, or some of them, all in the county of Essex, that is to say,—Elmstead, Wyvenhoe, Rowhedge, Fingringhoe, and East Donyland.

The Bill will (for the purposes thereof) confer upon the Company the following, or some of the following, among other powers:—

To erect and maintain gas works, with all necessary buildings, retorts, machinery, apparatus, and conveniences, upon certain lands and premises now used as a brick kiln, situate near to the river Colne, in the parish of Saint Giles, in the borough of Colchester, which said lands and premises belong to Frederick Blomfield Philbrick, and are in the occupation of George Bryan, and are bounded on the north-east by the said river Colne; on the south-east, and also in part of the south, by a timber yard and lands of Charles Henry Hawkins, now or late in his occupation, and in remaining part on the south by the public road from Colchester to New Quay; on the west by other part of the said lands and premises used as a brick kiln, the property of the said Frederick Blomfield Philbrick, and in the occupation of the said George Bryan; and on the north-west by land of John Stuck Barnes, now in the occupation of John Sawkins.

To purchase and hold land and to take the same on lease, and to manufacture gas and sell and dispose of the coke and any other residuum and products arising from such manufacture, and to lay down and maintain mains, pipes, and all other works in, through, across, and under, and for that purpose to break up and interfere with streets, roads, ways, and places, and to interfere with sewers, drains, water pipes, and gas pipes, within the limits of the Act.

To demand and take rates, rents, and charges, for the sale and supply of gas, and the sale and hire of gas meters and fittings, and to exercise all such powers, rights, and privileges as are usually conferred upon gas companies, or which may be necessary or expedient in carrying into execution any of the objects of the intended Act.

To incorporate with the said 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 of such respective Acts, and to vary and extinguish all such existing rights and privileges as may be necessary in the attainment of any of the objects of the Act, and the said intended Act will (if need be) alter some of the powers and provisions of the 51st Geo. III., cap. 43, intituled an Act for improving the Navigation from the Hythe at Colchester to Wyvenhoe, in the county of Essex, and for better paving, lighting, watching, cleansing, and improving the said town of Colchester, and also some of the powers and provisions of the 10th and 11th Vic., cap. 281, intituled an Act to amend an Act for improving the Navigation from the Hythe at Col-

chester to Wyvenhoe, in the county of Essex, and for better paving, lighting, and improving the town of Colchester, and for making a new channel and deepening the river Colne from Wyvenhoe to Rams Hard, leading towards the sea.

To enable the Company on the one hand, and the Commissioners from time to time elected under the said last two mentioned Acts, or either of them, and also the mayor, aldermen, and burgesses of the said borough of Colchester, and also all local boards of health, vestries, and other local authorities within any part of the limits of the proposed Act, to contract and agree as to the supply of gas within their respective districts, for public and private purposes, and to enable such several public bodies to defray the cost of any such public lighting out of any of the rates which they are respectively authorised to levy.

To enable the Company to contract and agree with any company or body of persons now supplying gas within the limits, or any part of the limits, of the proposed Act for the purchase of the works, mains, and pipes of any such last-mentioned company or body of persons, and of their rights and property therein, and, if necessary, to confer upon any such last-mentioned company, or body of persons, power to enter into, and carry into execution, any such contract or agreement.

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

Dated this 9th day of November, 1865.

Horace Philbrick, 51, Lincoln's Inn Fields,
London, Solicitor for the Bill.

In Parliament—Session 1866.

Penzance and Saint Just Railway.

(Incorporation of Company; construction of Railways from Penzance to St. Just in Penwith; Traffic Arrangements; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament next 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, or some or one of them, hereinafter mentioned, all in the county of Cornwall, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, that is to say:—

Railway No. 1.—A railway wholly situate in the town and chapelry of Penzance, in the parish of Madron, commencing at a point in the south-west boundary wall of the Penzance terminus of the West Cornwall Railway, about half a chain measured along the said wall from Market Jew Street, which said wall is situate on the east side of the road leading from Market Jew Street to the Albert Pier, and terminating in a field the property of the Reverend Uriah Tonkin, in the occupation of John Pollard, immediately adjoining the west fence wall of the grounds of Redinnick House, at a point two and a-half chains, or thereabouts, to the north-west measured along the said west fence wall from the southernmost corner of the said field, belonging to the Reverend Uriah Tonkin.

Railway No. 2.—A railway commencing at the termination of Railway No. 1, as hereinbefore described, and terminating in the parish of Saint Just, in a field commonly called or known as the churchyard field, and which field is numbered 2835 on the title commutation map of the said parish,

at a point in the said field five chains, or thereabouts, measured in a northerly direction from the north-east corner of the parish church of St. Just, which said Railway No. 2 will run through, or into, and will be situate within the parishes, or places following, or some of them:—Penzance, Madron, Sancreed, and Saint Just, in the Hundred of Penwith.

Railway No. 3.—A railway or tramway, commencing at the termination of Railway No. 1, as hereinbefore described, and terminating in the parish of Madron, in a booyard, the property of Day Perry Le Grice, Esquire, situate on the north side of the road leading from Penzance to Newlyn, and about two and a-half chains, or thereabouts, in a north-easterly direction from a house in the occupation of John Adams, at the easternmost end of Tolcarn, and which said railway or tramway will run through or into, and will be situate within, the parishes or places of Penzance and Madron, or one of them.

Railway No. 4.—A railway or tramway wholly in the town and chapelry of Penzance, in the parish of Madron, commencing at the commencement of Railway No. 2, as hereinbefore described, and terminating on the old or west pier of the harbour of Penzance, at a point six chains, or thereabouts, in a north-east direction from the Harbour Office, on or near the said pier.

To purchase, by compulsion or otherwise, lands, houses, and other property, for the purposes of the said intended railways, stations, and works, or some of them, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, stations, and works, and to confer other rights and privileges; and also to cross, alter, divert, and stop up the highways, turnpike, and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers with which it may be necessary to interfere, for the purpose of making and maintaining, or for more conveniently making, maintaining, or using the said intended railways, stations, and works; and to levy tolls, rates, and charges for or in respect of the use of the said intended railways, stations, and works; to grant exemption from such tolls, rates, and charges, and other rights and privileges relating thereto.

To enable the said intended Company, on the one hand, and the West Cornwall Railway Company on the other hand, to make and carry into effect arrangements and agreements for the maintenance, use, and working by the said West Cornwall Railway Company of the said intended railways and works, the conveying of traffic thereon, and the fixing, collection, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising therefrom; and to enable the said West Cornwall Railway Company to apply any portion of their income and capital to the purposes of any such arrangements or agreements.

To incorporate with the said Act 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.

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:—9 and 10 Vic., cap. 336; 13 and 14 Vic., cap. 98;

16 and 17 Vic., cap. 187; and 24 and 25 Vic., cap. 54; and all other Acts relating to the West Cornwall Railway Company.

Duplicate plans and sections, describing the line or situation of the said intended railways and works, and the lands and houses 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, and also a copy of this notice, as published in the London Gazette, together with a published map, with the line of the intended railways delineated thereon, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the said county of Cornwall, at his office at Bodmin; and on or before the same day, a copy of so much of the said plans and sections and book of reference as relates to each of the said parishes in or through which the said railways and works will pass or be situate, and also a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence; or, in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

Printed copies of the Bill for effecting the objects aforesaid will be deposited at the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 6th day of November, 1865.

John Roscorla, Solicitor, Penzance.

Manning and Walker, 20, Great George-street, Westminster, Parliamentary Agents.

Mistley, Thorpe, and Walton Railway.

Railway from Manningtree Station to Stour Valley Branch of Great Eastern Railway at Bures; Running powers over parts of Great Eastern Railway; Sale or Lease to Great Eastern Railway Company; Working and other Agreements; Powers in reference to Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorise the Mistley, Thorpe, and Walton Railway Company (hereinafter called "The Company"), to make and maintain a railway, with all necessary and proper stations, works, and conveniences connected therewith, commencing in the parish of Lawford, in the county of Essex, by a junction with the Great Eastern Railway at or near the Manningtree station thereon, at a point on the said railway opposite, or nearly opposite, to the up passenger platform of that station, 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:—Lawford, Dedham, Langham, Boxted, Great Horkesley, Little Horkesley, Wormingford, Mount Bures, Bures hamlet, otherwise hamlet of the parish of Bures St. Mary, in the county of Essex, and East Bergholt, Stratford St. Mary, Stoke, otherwise Stoke-by-Nayland, Nayland, and Wiston, in the county of Suffolk, and terminating by a junction with the Stour Valley Branch of the Great Eastern Railway at or near the Bures station thereon, at a point on the said railway opposite, or nearly opposite, to the goods shed of that station.

And it is proposed by the intended Act to authorise lateral and vertical deviations from the line and levels of the proposed railway, as shown

upon the plans and sections hereinafter referred to, within the limits usually authorised by Parliament, or to be prescribed by the intended Act; also powers for the compulsory purchase of lands and buildings, in all or some of the several parishes, townships, and places aforesaid, for the purposes of the intended railway, approaches, stations, works, and conveniences, and other purposes of the intended Act. Also powers for the purchase of lands and buildings, by agreement, and to stop up, remove, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, bridges, rivers, streams, canals, and other watercourses, and waters of every description, natural or artificial, telegraphic wires or apparatus, tunnels, subways, tubes, sewers, pipes, buildings, erections, or works of any description, within or near to any of the several parishes, townships, and places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert, for any of the purposes of the intended Act.

And it is proposed by the intended Act to authorise the Company to appropriate to the purposes of the undertaking any of their existing or authorised funds, and to raise more money by the creation of new shares or stock in their undertaking, and by mortgage or otherwise; and to attach to all or any such shares or stock, or to any shares or stock in their present capital, or which may have been or may be created by them for raising money due upon forfeited, surrendered, or cancelled shares, such guarantee, preference, or priority, in the payment of dividends and other advantages as they may think fit.

And it is proposed by the intended Act to authorise the Company, and all other companies lawfully using their railway, to run over and use, with their engines and carriages of every description and for the purpose of their traffic, so much of the Stour Valley Branch of the Great Eastern Railway as lies between the junction therewith of the intended railway and the Bures station, including the said station; and also so much of the Harwich branch and main line respectively of the Great Eastern Railway as will intervene between the junction of the authorised line of the Company with the said Harwich branch and the commencement of the intended railway, and all or any station upon the respective portions of railway to be so run over, and the booking and other offices, buildings, works, and conveniences, at or connected with such portions of railway and stations respectively, upon payment of such toll or other remuneration, and upon such terms and conditions as failing agreement may be settled by arbitration, or may be otherwise prescribed by the intended Act.

And it is proposed by the intended Act to vest or provide for, or authorise the vesting in the Company, by purchase or lease of the undertaking of the Company, or any part thereof, including the intended railway, and all the lands, buildings, tenements, and hereditaments, real and personal estate, powers, rights, and privileges of the Company, for such remuneration or rent and upon such terms and conditions as may be mutually agreed upon between them.

And it is proposed by the intended Act to extend and make applicable to the intended railway and works, the provisions of the Company's existing Acts, authorising agreements between the Company, and the Great Eastern Railway Company, with respect to the construction, management, working, or use of the Company's authorised railway, and otherwise in relation thereto, or otherwise to authorise the Company

on the one hand, and the Great Eastern Railway Company on the other hand, to make and carry into effect other agreements with respect to all or any of the matters aforesaid, and also with respect to all or any of the purposes hereinafter mentioned, that is to say:—the construction, maintenance, working, and use by the Great Eastern Railway Company, of the intended railway, and the stations, works, and conveniences connected therewith, the interchange, transfer, transmission, and conveyance of traffic from, to, and over the intended railway and works of the Company, and the railways and works of the Great Eastern Railway Company, and fixing, division, and apportionment amongst the said companies of the tolls, rates, duties, charges, and receipts, in respect of all or any such traffic as aforesaid, and otherwise with respect to the undertakings, works, and traffic of the Company and of the Great Eastern Railway Company, and to provide for the carrying of all or any such agreements into effect, and to confirm all or 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 authorise the taking and levying by the said companies respectively, or either of them, of tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges; and to vary or extinguish all existing rights and privileges connected with any land or buildings which may be acquired by the Company, under the powers of the intended Act, or any work of any description, which may be stopped up, removed, altered, or diverted, as aforesaid, and all other rights and privileges which would, or might in any way prevent or interfere with any of the purposes of the Act being fully effected, and to grant other rights and privileges.

And it is proposed by the intended Act to amend or repeal some of the provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:—"The Mistley, Thorpe, and Walton Railway Acts, 1863, 1864, and 1865;" also "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 (High Beech Branch) Act, 1864;" "The Great Eastern Railway (Additional Powers) Act, 1865;" "The Great Eastern Railway Capital, &c., Act, 1865;" "The Great Eastern Railway (Ramsey Branch) Act, 1865;" "The Great Eastern Railway (Bishops Stortford Railway Purchase) Act, 1865;" and "The Great Eastern and London and Blackwall Railway Act, 1865;" and all other Acts, if any, relating to the Great Eastern Railway Company. Also "The East Norfolk Railway Act, 1864."

And notice is hereby further given, that a plan and section in duplicate of the proposed railway, and of the lands which may 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 for public inspection at the office of the

Clerk of the Peace for the county of Essex, at his office at Chelmsford, and with the Clerk of the Peace for the county of Suffolk, at his office at Bury St. Edmund's; and that a copy of so much of the said plan, section, and book of reference, as relate to any parish or extra-parochial place, will be deposited as follows, that is to say, 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 immediately adjoining thereto, at his residence. And that all such deposits will be made before the 1st of December, 1865, 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, 1865.

Dated November 13th, 1865.

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

C. S. Owen, Manningtree, Essex, Solicitor
to the Bill.

Stocksbridge Railway
(Incorporation of Company, Construction of Railway from Stocksbridge to Deepcar, Provisions affecting the Manchester, Sheffield, and Lincolnshire and the Midland Railway Companies. Amendment of Acts.)

APPLICATION is intended to be made to a Parliament next session for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company") for making and maintaining the railway hereinafter described, with stations, approaches, bridges, roads, communications, and other works, and to confer upon the Company powers for effecting the objects herein after mentioned or some of them (that is to say)

To make and maintain a railway commencing by a junction with the main line of the Manchester, Sheffield, and Lincolnshire Railway at a point in the township of Wortley and parish of Tankersley, in the West Riding of the county of York, one hundred and eighty-two yards or thereabouts to the northward of the Booking Office at the Deepcar Station on that railway, and passing from, in, through, or into the parishes, townships, extra-parochial, and other places of Tankersley, Wortley, Penistone, Huddersfield, Ecclesfield, Bolsterstone, Green, and Bradford (all in the said West Riding), or some of them, and terminating in a field near the town or village of Stocksbridge, at or near a point seventy yards south-westward of the junction of the Hole House Brook with the Little Don River, in the township of Bradfield, in the parish of Ecclesfield, in the said West Riding;

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, streets, and highways, streams, pipes, sewers, rivers, bridges, railways, and tramroads within the parishes, townships, and extra-parochial, and other places aforesaid, or any of them;

To purchase and take by compulsion, and also by agreement, lands, houses, and hereditaments for the purposes of the railway and works; and of the Bill,

To levy tolls, rates, and charges, 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 charges which those other Companies respectively are now

authorised to take and to confer exemptions from the payment of such tolls, rates, and charges.

And it is intended to effect by the Bill the objects or some of the objects following, viz.:

To empower the Company and all other Companies, and persons using the intended railway, or any part thereof, to run over, work, and use with their engines and carriages, officers and servants, and for traffic of every description, the following lines, viz.:

1. The Manchester, Sheffield, and Lincolnshire Railway between the commencement, as hereinbefore described, of the intended railway and the terminus at Sheffield, together with the Sheffield and Deepcar Stations of that railway.
2. The railways of the Midland Railway Company from their junction with the Manchester, Sheffield, and Lincolnshire Railway, near Sheffield, to the existing and also to the authorised Sheffield Stations of the Midland Railway Company (together with those stations respectively).

And all sidings, switches, signals, signal posts, telegraphs, water engines, supplies of water, offices, buildings, platforms, approaches, turntables, machinery, works, and conveniences connected with such portions of railway and stations respectively; and to oblige the Companies owning those portions of railway and stations, to afford and render all facilities and services requisite for giving effect to this power.

To make effectual provision for facilitating and securing the speedy, direct, and convenient interchange, transmission, and delivery of traffic between, from, to, at, and over the railway and stations of the Manchester, Sheffield, and Lincolnshire Railway Company, and Midland Railway Company, and the Railway of the Company, and for the employment of servants and agents by any of the Companies at and upon each other's railways and stations, and for through booking and invoicing and through rates, and for ascertaining by compulsory arbitration or otherwise the terms and conditions on which such facilities shall be afforded, and the appropriation and division of the receipts from the traffic.

To sanction and give effect to agreements between the Manchester, Sheffield, and Lincolnshire Railway Company and the Midland Railway Company or either of them, and the Company, 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: the collection, conduct, and delivery of the traffic; the supply and maintenance of engines, stock, and plant; the fixing and appropriation of the tolls and other income and profits thence arising; the rents, contributions, payments, deductions, and allowances to be paid and allowed by any or either of the contracting Companies to or for the others of them, and any 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 following local Acts of Parliament, namely, 12 and 13 Vict., cap. 81; 13 and 14 Vict., cap. 94; 14 and 15 Vict., cap. 114, 15 and 16 Vict., caps. 83 and 144; 16 and 17 Vict., caps. 52 and 145; 18 and 19 Vict., caps. 91 and 129; 21 and 22 Vict., caps. 75 and 113; 22 and 23 Vict., cap. 5; 23 and 24 Vict., cap. 15; 24 and 25 Vict., caps. 66, 86, 156, and 113; 25 and 26 Vict., caps. 91, 93, 112, and 129; 27 and 28 Vict., caps. 77, 78, and 320; 28 and 29 Vict., caps. 248, 327, and 378; relating to the Manchester, Sheffield, and Lincolnshire Railway

Company, and 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict., caps. 21, 88, and 131; 14 and 15 Vict., caps. 57, 88, and 113; 16 Vict., cap. 33; 16 and 17 Vict., cap. 108; 19 and 20 Vict., cap. 54; 22 and 23 Vict., caps. 40, 130, and 136; 23 and 24 Vict., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict., caps. 57, 106, and 139; 25 and 26 Vict., caps. 81, 90, 91, and 173; 26 and 27 Vict., caps. 74, 82, 182, and 183; 27 and 28 Vict., caps. 19, 164, 221, 230, 231, and 245; 28 and 29 Vict., caps. 98, 178, 335, and 359, relating to the Midland Railway Company.

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 thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; and on or before the said thirtieth 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 will be made and 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.

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

Dated this 13th day of November, 1865.

Smith and Burdakin, Sheffield, Solicitors for the Bill.

J. Dorington and Co., 6, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1866.

Brecon and Merthyr Tydfil Junction Railway,
(Southern Lines.)

(New Lines in connection with the Rumney Railway and the Rhymney Railway, and from Merthyr to Quakers' Yard Junction; Junctions with, Running Powers, and other Provisions affecting Railways of the Great Western, the Taff Vale, the Sirhowy, the Newport and Usk, the Pontypool Caerleon, and Newport, the Rhymney, and the Vale of Neath Railway Companies, and the Monmouthshire Railway and Canal Company; Alteration or Repeal of Agreements with, and Acts and Provisions affecting the Rhymney Railway Company; Purchase or Amalgamation of Sirhowy Railway; Extending Time for Sale of Superfluous Lands; Amendments of Acts.)

A PPLICATION is intended to be made to Parliament next session, for leave to bring in a Bill to empower the Brecon and Merthyr Tydfil Junction Railway Company (hereinafter called "The Company"), to effect the objects, or some of the objects following, viz.:

To make and maintain the railways, or some of the railways hereinafter described, with stations, approaches, and other works and conveniences (to wit):—

A railway (No. 1) commencing in the parish of

Bassalleg, in the county of Monmouth, by a junction with the Rumney Railway of the Company, at or near the bridge carrying the said Rumney Railway over the river Ebbw, and passing from, in, through, or into the parishes of Bassalleg, St. Woollos, Malpas, and Christchurch, all in the said county of Monmouth, or some of them, and terminating in the parish of Malpas, in the said county, by a junction with the authorised line of the railway first described in, and authorised by the Newport and Usk Railway Act, 1865, at a point distant 30 chains, or thereabouts, from the commencement of that railway in the said parish of St. Woollos, as shown on the plans deposited for the purposes of that Act, with the Clerk of the Peace for the county of Monmouth.

A railway (No. 2) wholly in the said parish of Bassalleg, commencing by a junction with railway No. 1, in a field numbered 489 on the tithe commutation map and apportionment of that parish, and terminating by a junction with the Western Valleys line of the Monmouthshire Railway and Canal Company (hereinafter called "The Monmouthshire Company"), at a point 269 yards, or thereabouts, north of the platform of the Bassalleg station of that company.

A railway (No. 3) wholly in the parishes of St. Woollos and Malpas, or one of them, commencing by a junction with the railway No. 1, above described, in a field numbered 83 on the tithe commutation map and apportionment of the parish of St. Woollos, and terminating by a junction with the Eastern Valleys line of the Monmouthshire Company, at a point 35 chains, or thereabouts, to the north of the bridge carrying the said Eastern Valleys line over the Crindau Pill or Henllys Brook, in the said parish of St. Woollos.

A railway (No. 4) wholly in the said parishes of St. Woollos, and Malpas, or one of them, commencing by a junction with railway No. 1 above described, in a field numbered 82 on the tithe commutation map and apportionment of the said parish of St. Woollos, and terminating by a junction with the said Eastern Valleys line, at a point 7 chains, or thereabouts, north of the said bridge carrying the said Eastern Valleys line over the Crindau Pill or Henllys Brook.

A railway (No. 5) wholly in the said parishes of St. Woollos and Christchurch, and borough of Newport, or some of them, commencing by a junction with railway No. 1 above described, in a field numbered 91 on the tithe commutation map and apportionment of the parish of Saint Woollos, and terminating in the parish of Christchurch by a junction with the railway No. 1, described in and authorised by the Pontypool, Caerleon, and Newport Railway Act, 1865, at a point distant 8 miles and 5 furlongs, or thereabouts, from the commencement thereof, as described in that Act.

A railway (No. 6) commencing in the said parish of Bassalleg, by a junction with the Rumney Railway of the Company, at a point distant one mile and one furlong, or thereabouts, from the commencement of that railway at Bassalleg, and passing from, in, through, or into the parishes, townships, and places of Bassalleg, Graig, Rogerstone, Duffryn, Machen, Michaelston Vedw, Saint Melons and Rumney, in the county of Monmouth, and Machen, Rhydgwern, Llanvedw, Llanedern, Roath, St. John the Baptist, Cardiff, and Saint Mary Cardiff, in the county of Glamorgan, or some of them, and terminating in the said parish of St. Mary's Cardiff, by a junction with the Rhymney Railway, at a point 85 yards, or thereabouts, to the eastward of the Rhymney Railway Dock Terminus.

A railway (No. 7) in the parishes of Rumney and Roath, in the counties of Monmouth and

Glamorgan, commencing by a junction with the intended railway No. 6, at a point 12 chains, or thereabouts, in a south-westerly direction from Rumney Church, and terminating by a junction with the South Wales Railway, at or near the mile-post on that railway marked 168 miles.

A railway (No. 8) wholly in the parish of Merthyr Tydfil, and county of Glamorgan, commencing by a junction with the line of the Company first authorised by the Brecon and Merthyr Railway Act, 1862 (and now partly constructed) in a field between and adjoining the Glamorgan-shire Canal and the Vale of Neath Railway, and numbered 175 in the parish of Merthyr Tydfil, on the plans deposited with the Clerk of the Peace for the county of Glamorgan, for the purposes of that Act, and terminating by a junction with the branch railway to Abendare of the Great Western Railway Company, at or near the bridge carrying that railway over the Taff Vale Railway, near Quakers Yard Junction.

A railway (No. 9) in the parishes of Eglwysilan and Llantwitvarden, in the county of Glamorgan, commencing in the said parish of Eglwysilan by a junction with the Rhymney Railway 16 chains, or thereabouts, to the north of the 16 mile-post upon that railway, and terminating in the said parish of Llantwitvarden, by a junction with the Taff Vale Railway, at a point distant eight chains, or thereabouts, to the south of the Treforest Station on that railway.

A railway (No. 10) wholly in the parishes of Mynyddislwyn and Machen, in the county of Monmouth, or one of them, commencing by a junction with the Company's Rumney Railway, at a point distant (measuring along that railway) 18 chains, or thereabouts, to the south-east of the Company's station at Machen, and terminating by a junction with the Sirhowy Railway, at a point distant (measuring along that railway) four furlongs, or thereabouts, from its commencement at Nine Mile Point.

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

To cross, divert, alter, or stop up for the purposes of the intended railways and works, either temporarily or permanently, streets, roads, highways, and other ways, streams, pipes, sewers, canals, navigations, bridges, railways, and tram-roads, within the parishes aforesaid.

To purchase and take, by compulsion or agreement, lands, houses, and hereditaments, for the purposes of the intended railways and works.

To levy, tolls, rates, and charges, upon or in respect of the intended railways and works, and to vary those which the Company, and the other companies named in this notice, are respectively authorised to levy, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively.

To apply for the purposes of the intended Bill their corporate funds and revenues, and any money they are now authorised to raise, and to raise more money for those purposes, and also for the purposes of the now existing and authorised undertaking of the Company, by borrowing on mortgage, or otherwise, and by creating new shares and stock (preferential or otherwise), and with or without special privileges.

And it is intended by the Bill to effect the objects, or some of the objects, following, viz:

To extend to the intended railways and works the sections 30, 31, and 32 of the Brecon and Merthyr Railway (Extensions) Act, 1860; and any contracts or arrangements existing under those sections, and with or without modifications,

and to confer further powers of making such contracts or arrangements.

To repeal or amend the Rhymney Railway Capital and Branch Act, 1861, and the 12th section of the Brecon and Merthyr Railway (Extensions) Act, 1861, and the sections 9, 10, 11, 12, 13, and 14 of the Rumney and Brecon and Merthyr Railways Act, 1863 (relating to the Rhymney Railway Company), and the 25th section of the Brecon and Merthyr Railway (New Lines) Act, 1864, and the 23rd section of the Rhymney Railway (Northern Lines) Act, 1864, and to rescind, or modify, the heads of arrangement between the Company and the Rhymney Railway Company respectively set forth in the schedules to the two last-mentioned Acts, and to vest in the Company the Bargod Rhymney Branch Railway, constructed wholly or partly by the Rhymney Railway Company, and any other portions of railway constructed by that Company, connecting the railways of that Company with the Company's railways, and the lands and property acquired by the Rhymney Railway Company for the purposes thereof.

To empower the Company and all persons and corporations using their railways, or any part thereof, to run and work over and into, and use with their engines, carriages, and trucks, officers and servants, and for traffic of all descriptions, all or any, or any parts of the railways (existing or authorised) of the South Wales and the West Midland sections of the Great Western Railway Company, and all or any, or any parts of the railways (existing or authorised) of the Taff Vale Railway Company, the Vale of Neath Railway Company, the Rhymney Railway Company, the Sirhowy Railway Company, the Newport and Usk Railway Company, and the Pontypool, Caerleon, and Newport Railway Company, and the stations, approaches, booking and other offices, and buildings, wharfs, sheds, yards, platforms, sidings, water engines, and supplies of water, telegraphs, signals, signal posts, and other engines, machinery, works, and conveniences connected therewith, and on such terms and conditions as shall be defined in the Bill, or (failing agreement) shall be compulsorily determined by arbitration or otherwise; and to empower the Company, and such persons and corporations as aforesaid, to levy tolls, rates, and charges for traffic conveyed by them over the said railways, and to vary and confer exemptions from those now levied on those railways, and to oblige the companies owning and working those railways, and their officers and servants, to afford and render all services and facilities requisite for giving full effect to the powers aforesaid.

To authorise the Company to purchase and take the undertaking, railways, works, lands, buildings, property, and effects of the Sirhowy Railway Company, and their powers, rights, and privileges (whether affecting their own undertaking or the undertakings of other companies), and to authorise the Sirhowy Railway Company to sell and transfer the same on such terms, and for such consideration whatsoever as are, or may be agreed upon between the Company and the Sirhowy Railway Company.

To authorise the amalgamation of the said undertaking, railways, works, lands, buildings, property and effects, capital and proprietary, powers, rights, and privileges of the Sirhowy Railway Company with those of the Company, on such terms and for such consideration whatsoever as are, or may be agreed upon between the two companies.

To alter the tolls and charges authorised to be taken by the Sirhowy Railway Company, and to dissolve that company.

To extend the time limited by the Company's Acts for the sale of superfluous lands.

To sanction and give effect to agreements and arrangements between the Company and any one or more of the Great Western Railway Company, the Sirhowy Railway Company, the Newport and Usk Railway Company, and the Pontypool, Caerleon, and Newport Railway Company, for or with respect to the construction, maintenance, ownership, and use (either jointly or severally) by any or either of the contracting companies, of any railways, portions of railway, stations, works, and conveniences, of any one or more of them, or for the use of any one or more of them, the acquisition of lands and property for the same, the conduct of the traffic over and in the same, the transmission of traffic to and from the same, the supply of stock and plant, the levying and appropriation of tolls and charges for such traffic, and the sums in gross rents, rebates, drawbacks and allowances to be paid and allowed by any or either of the contracting companies, to or for any other or others of them.

To sanction and give effect to agreements and arrangements between the Company and the Rhymney Railway Company, for or with respect to any of the objects of the intended Act, or any subject matter of any existing agreement or arrangement between them, or of any sections of any Act to be repealed or amended as aforesaid, and to make further provision in the intended Act with respect to those subject matters.

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

To amend the Acts, or some of the Acts of Parliament following, that is to say:—The Newport and Usk Railway Act, 1865; the Pontypool, Caerleon, and Newport Railway Act, 1865; 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; 27 and 28 Vic., caps. 265 and 304; and 28 and 29 Vic., caps. 285, 324, and 377, relating to the Company; 6 and 7 William 4, cap. 82; 7 William 4, and 1 Vic., cap. 70; 3 and 4 Vic., cap. 110; 7 and 8 Vic., cap. 84; 8 and 9 Vic., cap. 159; 9 and 10 Vic., cap. 393; 11 and 12 Vic., cap. 23; 12 and 13 Vic., cap. 61; and 20 and 21 Vic., cap. 123, relating to the Taff Vale Railway Company; 32 George 3, cap. 102; 37 George 3, cap. 100; 42 George 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; 25 and 26 Vic., cap. 208; and 28 and 29 Vic., cap. 281, relating to the Monmouthshire Railway and Canal Company; and 17 and 18 Vic., cap. 198; 18 and 19 Vic., cap. 110; 20 and 21 Vic., cap. 140; 24 and 25 Vic., cap. 144; 27 and 28 Vic., caps. 264 and 275, relating to the Rhymney Railway Company; 42 George 3, cap. 115; 23 Vic., cap. 73; and 28 and 29 Vic., cap. 342, relating to the Sirhowy Railway Company; 6 and 7 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. 103; 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 and 109, 144, 149, 154, 177, 226, and 242; 111 and 120, caps. 28, 59, 74, 77, 82, 95, 130, 131, 132, 133, 158, and 159; and 2 and 3, caps. 55 and 56, and 13, Vic., caps. 6 and 7, and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 83, and 131; 15 and 16 Vic., caps. 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 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784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

causing Session for leave to bring before Bill to confer upon the Caledonian Railway Company (hereinafter called the Company) all necessary powers and authorities for carrying out or some of the several objects and purposes following, that is to say:—

1. To make and maintain a line or lines of railway, and all necessary works, and conveniences in connection therewith, commencing by a junction with the main line of the Caledonian Railway from Glasgow to Edinburgh, at a point ab or near the north eastern face of the tunnel by which the said main line passes under Tobago-street of Edinburgh, and terminating at a point near Braehouse, and about one chain to the westward of Lothian-road, Edinburgh, which proposed line or lines of 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 following places, or parts or more of them, that is to say, the parish of St. Cuthbert's, the city of Edinburgh, and the royal burgh of Edinburgh, call in the county of Edinburgh:—

To take and acquire (for the purpose of improving and enlarging the Company's Lothian-road Station, and of station accommodation, sidings, sheds, and other works, and of a station hotel, and other conveniences), all or part of the lands, houses, and other property bounded by a line drawn from a point at or near the centre of the north-eastern face of the before-mentioned tunnel, in a straight direction to a point in the Lothian-road, near the western side thereof, about one chain northward from the east entrance from that road to the Company's goods shed at their Lothian-road Station, thence proceeding in and along the said road and Rutland-place to Rutland-street, thence in and along Rutland-street to Rutland-square, thence in and along the south-eastern portion of the north-eastern side of the said square, thence in and along the south-eastern side of that square, thence in and along the south-eastern portion of the south-western side thereof, thence in a nearly straight direction through the north-eastern corner of the Company's mineral depot to a point near the north-western end of the north-eastern face of the said tunnel, and thence in a straight direction to the point of commencement above described of the said line; and also, to take and acquire (for the purpose of improving the access to the said enlarged station, and other purposes) all or part of those lands and buildings in Rutland-place and Rutland-street lying on the north-western side of that street, and on the north-eastern side of St. Thomas Chapel, and also the said chapel, which lands, houses, buildings, and other property which may be taken for the several purposes aforesaid, are situate in the said parish of St. Cuthbert's, the city of Edinburgh, and the royal burgh of Edinburgh, in the county of Edinburgh, or one or more of them.

**Caledonian Railway
Edinburgh Station.**

(Alteration of Terminus of Caledonian Railway at Edinburgh; Acquisition of Land, and Enlargement and Improvement of Station there; Erection of Station Hotel; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the

To improve and enlarge the said Lothian-road Station, to maintain the said station as so improved and enlarged to construct, provide and maintain station accommodation, sidings, sheds, and other works on the lands to be acquired for that purpose as aforesaid, and to erect and maintain thereon a station hotel, with refreshment-rooms and other conveniences, and to let or manage the same.

To deviate in the construction of the line or lines of railway and in the site of the improved and enlarged station before-mentioned, from the lines and levels delineated on the plans and sec-

tions intended to be deposited as hereinafter mentioned to such extent as will be shown on the said plans and provided by the said Bill; and also to cross, alter, divert and stop up high ways, turnpike roads, and other roads, and ways, bridges, streets, lanes, 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 line or lines of railway and station and hotel, and other works hereinbefore mentioned, or any of the works and conveniences connected therewith, and to grant and to grant in fee simple to the said Company, or to any of its officers, agents, or servants, or to any of the lands, houses, buildings, manufactories, and other property delineated on the said plans and described in the book of reference thereto, to be deposited as hereinafter mentioned, or any parts thereof which may be required for the purposes aforesaid, without being obliged to purchase the whole of any house, building, or manufactory, and to avoid or extinguish all existing rights and privileges connected with such lands, houses, and other property, or other rights and privileges, and exemptions which may in any way interfere with the execution of the said works, or with any of the other objects or purposes of the said Bill; and to confer all rights, privileges and exemptions necessary and 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 line or lines of railway, 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 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 lease in fee simple, or otherwise, at such price and on such terms, and to such tenancy, 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 line or lines of railway, and station and hotel, and other works, and to execute all agreements, conveyances, contracts of lease and of ground annual, 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 line or lines of railway and station and hotel, 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) as may be determined 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, on mortgage or bond or cash credit, and to fund, or to invest the stock or loan of the money so borrowed, or authorized to be borrowed, in any of the following ways, to-wit: in the purchase of any of the lands, houses, buildings, or other property, or in the purchase of any of the shares or stock of any of the companies mentioned in the thirteenth section of the Caledonian and Scottish Central Railway Amalgamation Act, 1865, and also for the several aforesaid and other purposes, to amend the last mentioned Act, and the Caledonian Railway Act, 1852, and the several other Acts relating to the Company, and to the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty, in the said Acts.

And notice is further given, that duplicate plans and sections, describing the line, situation, and levels of the line or lines of railway 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 describing the lands, houses, and property intended to be taken, as aforesaid, for the purpose of improving and enlarging the said Lothian-road Station, and improving the access thereto, and of station accommodation, sidings, sheds, and other works, and station hotel and other conveniences, 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 proposed line or lines of railway delineated thereon, so as to show the general course and direction thereof, and a copy of this Notice, as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November instant, be deposited for public inspection in the Office at Edinburgh of the Principal Sheriff Clerk of the county of Edinburgh, and that a copy of so much of the said plans, sections, and book of reference as relates to the said parish of St. Cuthbert's and to the royal burgh of Edinburgh respectively, 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 the said 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 Edinburgh.

And notice is 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 1st day of November, 1865.
 Hope and Mackay, W.S., Edinburgh.
 Grahames and Wardlaw, 30, Great George Street, Westminster.

Change of Name—Extension of Fishery and Oyster Grounds—Powers to Board of Trade and Woods and Forests—Purchase of Lands—Further Capital—Contracts with Herne Bay Pier Company—Penalties—Amendment of Acts, &c.

A APPLICATION 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, and to amend the Herne Bay Fishery Act, 1864 (hereinafter called "the Act") and to re-enact it in whole or in part with amendments, and to confer on the Board of Trade authority in relation thereto.

2. To amend or repeal section 32 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.

3. To amend or repeal section 38 of the Act, and 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, Swaledcliffe, Tankerton, Herne Bay, Reculver, Church-street, Chislett, 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 360 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 200 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 G distant 365 chains, or thereabouts, from the point F, and 67 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, about 60 degrees east to a point H, distant 108 chains, or thereabouts, from the point C mentioned in section 38, the distance between the points G and H being 124 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 384 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 B a boundary stone, and to take by compulsion of agreement land for the purpose, and to provide and maintain buoys for denoting the seaward limits of their extended oyster grounds, and to provide for the maintenance of such buoys from the obligation of maintaining buoys denoting the northern boundary of their present oyster grounds westward of the point H.

9. To authorize the Company to acquire by compulsion of agreement, and to use lands within the limits of their present and intended oyster grounds, and also within the limits shown on the deposited plans referred to in the Act, and to re-enact in whole or in part with amendments, and to amend section 48 of the Act, and to confer on the Company further remedies, and impose further penalties, in case of interference with their property, rights, and privileges.

10. To confer on the Board of Trade authority to inquire 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.

11. To authorize the Company to raise further moneys by shares, whether ordinary or preferential, and by borrowing.

12. To authorize the Company and the Herne Bay Pier Company to make and carry into effect contracts with respect to the Herne Bay Pier, and the maintenance and use thereof, and the adaptation, maintenance, and use for purposes of the Company of any part thereof which the Herne Bay Pier Company are authorized to remove.

13. In other respects to amend the Act, and to amend or repeal parts of the Acts following relating to the Herne Bay Pier Company, viz. local and personal Acts, William IV. cap. 29, and 6 and 7 William IV. cap. 112, and the Pier and Harbour Confirmation (No. 52) Act, 1856, and to confer, vary, or extinguish rights and privileges, and to amend or repeal 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.

14. On or before the 30th day of November, 1865, 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.

15. On or before the 23rd day of December, 1865, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1865.

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

In Parliament—Session 1866.

Worksop and Shireoaks Gas. (Incorporation of the Company's Powers to Erect Gasworks and Supply Gas.) Purchase or Lease and Extension of existing Gasworks, &c. of the Worksop Gas Company; Power to that Company to Sell or Lease such Gasworks, &c.; to acquire land and hold the same in fee simple for the purposes of the Act; Incorporation of General Acts relating to Rates, and other purposes.

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

To incorporate a Company, and to authorise such Company to erect, maintain and use Gasworks with all necessary gasometers, retorts, machinery, apparatus, buildings, approaches, conveniences, and works upon a piece of land belonging to Mr. Joseph Garside, situate in the parish of Worksop, in the county of Nottingham, and being part of, and bounded on the south and west sides thereof by the Worksop Meadows, and bounded on the east by the detrace bridge road leading from Worksop to Kilton, and on the north by a lock of the Chesterfield Canal, called the known as Binkie's or Birker's lock, and the towing path of the Chesterfield Canal, and the wastewater gut belonging to the said lock, and a small garden belonging to the lock house, in the occupation of William Hoode, to license such Company to purchase, take, and hold on lease, or otherwise, but by agreement only, lands and easements within the limits herein after mentioned; and to purchase, erect, take on lease, and to extend and maintain the existing gasworks, apparatus, buildings, mains, and pipes of the Worksop Gas Company, situate in the parish of Worksop, in the county of Nottingham; and if necessary to confer on the Worksop Gas Company power to sell or lease such gasworks, apparatus, buildings, mains, and pipes; to authorise the intended Company to manufacture gas, and to manufacture, sell, and dispose of the coal, cannel, coke, and any of the residuum and products, arising, remaining, or obtained from the materials used in the manufacture and production of gas; and to sell and supply gas within the limits of the said parish of Worksop, in the county of Nottingham; and so much of the district parish of Shireoaks as is situate within the county of Nottingham; and to lay down, renew, maintain, and use mains, pipes, and other works in, through, across, and under streets, roads, bridges, canals, lanes, yards, courts, footways, and other public passages and places within the said parish of Worksop, and district parish of Shireoaks, and elsewhere within the limits aforesaid, and to maintain, renew, and use mains, pipes, and other works already laid down in, through, across, and under streets, roads, bridges, canals, lanes, yards, courts, footways, and other public passages and places within the said parish of Worksop, and so much of the district parish of Shireoaks as is in the county of Nottingham; and for these purposes to break up and interfere with such streets, roads, bridges, canals, lanes, yards, courts, footways, and other public passages and places; and also any railways, tramways, telegraphic apparatus, sewers, drains, water pipes, and gas pipes within the said parish of Worksop, and so much of the district parish of Shireoaks as is in the county of Nottingham; To authorise such intended Company from time to time to sell, lease, or let any lands belonging to, or held or acquired by them; and not for the time being required by them for the purpose of their

undertaking: To authorise such intended Company to sell or let gas meters, gas pipes, apparatus, and fittings, and to levy rates, rents, and charges for the sale and supply of gas, and of gas meters, pipes, apparatus, and fittings. To confer on such intended Company all powers, rights, and privileges usually conferred on Gas Companies, or which may be necessary or expedient for carrying into execution any of the objects of the intended Act, or of the undertaking. To incorporate with the said intended Land Clauses Consolidation Act, 1845, and the Land Clauses Consolidation Act Amendment Act, 1860, The Companies Clauses Consolidation Act, 1845, and the Companies Clauses Act, 1860, and the Gasworks Clauses Act, 1847, or some of them, or some parts thereof, and to amend or repeal titles, wholly or in part, of the Worksop Gas Act, 1856.

To confer, vary, and extinguish extensions from payment of rates, rents, duties, and charges; To vary and extinguish all existing rights and privileges which may interfere with the attainment of any of the objects of the Bill; and to confer all rights and privileges necessary or expedient for effecting the said objects, or in relation thereto.

Printed copies of the intended Bill will, before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 6th day of November, 1865.

Henry Sweet Hodding, Worksop, Solicitor to the Bill, for the Bill, to be introduced in the House of Commons.

Marriott and Jordan, 22, Parliament Street, Westminster, Parliamentary Agents for the Bill.

Railways and Bristol Harbour Junction Railway and Wharf Depot. (Construction of Railway from Great Western Railway Station at Bristol to Bristol Floating Harbour, near Princes-street Bridge, and of a Depot and Wharves at Temple, Powers to the Great Western, Bristol and Exeter, and Midland Railway Companies, or Incorporation of a Company, with Contributions from such Companies; Powers to Corporation of Bristol. As to Princes-street Bridge Amendment of Act.)

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

To make and maintain a railway with all proper works and conveniences connected therewith, commencing by a junction with the goods lines of the Great Western Railway at Bristol, at a point near the western corner of the Great Western Railway Company's lamp room, and distant about 140 yards, or thereabouts, from the end of the goods siding of that railway, abutting upon Bath Parade, in the parish of Temple, otherwise Holy Cross, in the city and county of Bristol, and terminating in the parish of Bedminster, in the said city and county of Bristol, at the south side of the Floating Harbour, at a point in a way at Wapping, in the occupation of the Wapping Dock Company, 100 yards, or thereabouts, on the west side of the approach road to Princes-street Bridge, passing from, and through, or into the parish following, or some of them, viz., Temple, otherwise Holy Cross, St. Mary Redcliffe, and Bedminster, all in the city and county of Bristol; To authorise the compulsory purchase of certain lands and houses in the said parish of

Bedminster, situate at and in the vicinity of the proposed termination of the intended railway, and bounded on the one side by the Bristol Floating Harbour, and on the other by Bathurst Basin and the lands belonging to the city gaol, or the road or passage on the northern side of such gaol, and the appropriation and use of such lands as a wharf or wharves, landing and shipping place, and for sidings, sheds, warehouses, buildings, depôt for goods, yards, and other business purposes, for the landing, shipping, depositing, storing, and dispatching of goods, minerals, and merchandise, and for the providing and erecting all suitable works for such purposes, and which said wharf, or wharves, lands and works are in this notice referred to as the "wharf depôt."

To authorize the compulsory purchase of certain other lands and houses for the purposes of the intended railway and wharf, depôt, and the stopping up, diversion, and alteration of streets, courts, squares, passages, and places, and also the appropriation and use of such of them and of the soil thereof as may be stopped up or diverted, and the levying of rents, rates, tolls, and duties for the use of the intended railway and wharf depôt, or either of them, and the alteration of or conferring exemptions wholly or partially from existing rates, tolls, and duties; whether levied for railway, dock, or wharf purposes, or on goods and merchandise, and the varying and extinguishing of exemptions, rights, and privileges.

To authorize the purchase by compulsion or agreement of the Princes-street Bridge and its approaches, and of all rights and interest of Sydenham Teast, Esq., and of any other corporation or person in the Princes-street Bridge and its approaches, and the tolls thereof, and to authorize the Great Western Railway Company, the Bristol and Exeter Railway Company, and the Midland Railway Company, hereinafter called the three Companies, or any or either of them, the mayor, aldermen, and burgesses of the city of Bristol, hereinafter called the Corporation, or the Company, or any person, corporation, or company who may be authorized to make such purchase, to levy and collect the tolls leviable on or in respect of the said bridge or other tolls in lieu thereof, and to confer exemptions from such tolls, and to vary or extinguish any existing exemptions, rights, and privileges connected therewith.

To authorize the three Companies, or any or either of them, either alone or in conjunction with the Corporation, to undertake the execution of the intended railway and wharf depôt, and the purchase of lands and houses, and the execution of all or any of the powers of the Bill, and to authorize the Corporation, either alone or in conjunction with the three Railway Companies, or any or either of them, to undertake the providing of the wharf depôt, and the purchase of the property required for the same, or to incorporate a separate Company, and to entrust to such Company, either alone or in conjunction with the Corporation, the powers of the Bill relating to the railway and wharf depôt, or to the railway alone, and the delegation of the powers as to the wharf depôt to the Corporation, and with such powers of contribution and subscription to the capital of the Company, by the three Railway Companies, or any or either of them, or by the Corporation, as may be contained in the Bill, and to authorize the appointment of directors or the delegation of powers to a joint board or joint committee already constituted, or to be appointed under the Bill, for effecting and managing the undertaking under the Bill, or any part thereof, as may be prescribed in the Bill.

To authorize and empower the Corporation to

undertake and carry out all such objects of the Bill, as may be delegated to them under the provisions of the Bill, and to exercise the powers that may be conferred on them, and to authorize the Corporation to borrow money for the purposes of the Bill upon the credit of the Dock Estate of the Corporation and the revenue arising therefrom, and also on the credit of the borough fund of the said city, or of the borough and wharfage rates, or generally of the rates and other property of the Corporation, or any rates and duties to arise under the Bill, or upon all or any of such securities, and to apply, levy, and charge all or any of such rates, dues, and property for the purposes of the Bill, to be undertaken by the Corporation.

To authorize and empower the three Railway Companies, or any or either of them, to undertake and carry out all such objects of the Bill as may be delegated to them or any or either of them, either alone or in conjunction with the Corporation, or to undertake the intended railway only, or by means of subscription or contributions from all or any of the three Companies to the separate Company before mentioned, to effect the objects or any of the objects of the Bill, and respectively to raise further sums of money by the creation and issue of new shares or stock, with or without preferential dividends, and by borrowing on mortgage, and by guarantees of loans, interest, or otherwise, and by the application of any of their existing or authorized capital funds or revenues, to give effect to all or any of the said objects.

To authorize arrangements and agreements between the three Railway Companies, or any or either of them, and between them or any or either of them and the Corporation and the Company, or either of them, as to the construction, maintenance, working, use, and management of the intended railway and wharf depôt, or either of them, the payments to be made, the contributions and subscriptions towards the same, the rents, rates, tolls and duties to be charged and levied, the cost of management, working and maintenance, and the rights and powers of the respective parties in and to the intended undertaking or any part thereof.

To alter, repeal, amend, and enlarge some of the powers and provisions of the following Acts (local), viz.: 5 and 6 William 4, cap. 107; 26 and 27 Vict., caps. 113 and 198; 27 and 28 Vict., caps. 176 and 306; 28 and 29 Vict., cap. 299; and any other Acts relating to the Great Western Railway Company; 7 and 8 Vict., cap. 18, and any other Acts relating to the Midland Railway Company; 6 William 4, cap. 36; 26 and 27 Vict., cap. 60; 28 and 29 Vict., caps. 42 and 97; and any other Acts relating to the Bristol and Exeter Railway Company; also the Bristol Joint Station Act, 1865; also of the following and of all other Acts relating to the port and harbour of Bristol, viz.: 11 and 12 Wm. 3, cap. 23; 22 George 2, cap. 20; 47 George 3, sess. 2, cap. 33; 6 George 4, cap. 201; 1 Vict., cap. 85; 5 Vict., sess. 2, cap. 31; The Bristol Dock Act, 1848 (11 and 12 Vict., cap. 43); and The Bristol Dock Act, 1865 (28 Vict., cap. 33); and also of the following Acts relating to the port and harbour of Bristol, and the construction and maintenance of the docks and floating harbour there, so far as the provisions of the said Acts are still in force, viz.: 43 George 3, cap. 140; 46 George 3, cap. 85; 48 George 3, cap. 11; 49 George 3, cap. 17; and 3 George 4, cap. 21; to alter rates, tolls, and duties authorized to be taken by such Acts, or any of them, to confer, vary, and extinguish exemptions from tolls, rates, and duties, and other rights and privileges.

Maps, plans, and sections, describing the direction, lines, situation, and levels of the intended railway and wharf depot, and the lands and property which will or may be taken for the purposes thereof, a book of reference to the plans, and a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the city and county of Bristol, at his office at Bristol; and on or before the same day a copy of so much of the plans, sections, and books of reference as relate to any of the parishes or extra-parochial places aforesaid, in which the intended railway and wharf depot are intended to be made, or any lands or houses intended to be taken are situate, with a copy of this Notice, will be deposited with the parish clerk of each of such parishes, at his residence, and in the case of extra-parochial places with the parish clerk of an adjoining parish, at his residence.

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

Dated this 11th day of November, 1865.

Russell and Prichard, Bristol, Solicitors for the Bill.

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

Harnham, Blandford, and Dorchester Road.

(Continuation of Term; Repeal of Act; Alteration of Tolls.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to repeal, amend, extend, and enlarge the powers and provisions of the Act passed in the sixth year of the reign of His Majesty King William the Fourth, intitled "An Act for more effectually repairing and improving the road from the junction of the Odstock Road with the Downton Road, near Harnham Hill, through Blandford and Dorchester, to Akerwell Hill, in the counties of Wilts and Dorset," and to re-enact, alter, amend, extend and enlarge the powers and provisions of the said Act; to extend the present, or create a new, or additional term; to levy and collect tolls, rates, or duties, on the said road, and to alter or vary the existing tolls, rates and duties; to alter, so far as may be deemed expedient, the interest on the mortgage debt, and the application of the income arising from the tolls; to vary or extinguish any rights or privileges therein; and to confer, vary, or extinguish other rights and privileges; and for other purposes.

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

Dated this 31st day of October, 1865.

John Tregonwell King, Joint Clerks to the
Blandford, Trustees;
Thomas Coombes, Dorchester, Solicitors for the Bill
Marrill and Jordan, 22, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session, 1866.

Neath New Gas Company (Limited).

(Incorporation of Company; Erection of New Gas Works in Neath for supplying Neath and other places with Gas; Purchase or Lease of

the undertaking of the Neath Gas Light and Coke Company; Power to that Company to Sell or Lease; Incorporation of Acts; Levying of Rates; Dissolution of Neath New Gas Company, Limited).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Neath New Gas Company Limited, hereinafter called "the Limited Company," for leave to bring in a Bill for all or some of the following purposes (that is to say):

To dissolve the Limited Company, and to incorporate a Company comprising the members of the Limited Company and other persons and Corporations, and to authorise the Company to be incorporated, hereinafter called "the Company," to erect, maintain, and use gas works, with all necessary gasometers, retorts, machinery, apparatus, buildings, conveniences, and works, upon a piece of land 94 yards in length, from south-east to north-west, and 94 feet and 6 inches in width, from north-east to south-west, and situate in the said parish of Neath, in the county of Glamorgan, between the South Wales, otherwise the Great Western Railway, and the Neath canal, and being part of and surrounded; except on the north-west side, by a close of land called Brown's Wall, belonging to Thomas Andrew and Samuel Bevan, the north-east boundary of which piece of land is (measured from the north-east side of the said piece of land in a north-easterly direction) 250 feet from the south-west fence or boundary of the freehold land belonging to Charles Evan Thomas and Henry Jeffreys Bushby, Esquires, and now held by Mr. David Davies, as their lessee, and the north-west boundary of the said piece of land upon the Neath Canal Embankment, and the east corner of the said piece is 60 yards and 1 foot from the gate at the southern terminus of an occupation road, called Mill Lands Lane, leading from or from the direction of the Green, in Neath aforesaid, to the said land called Brown's Wall.

To enable the Company to purchase, take, and hold, on lease or otherwise, as well compulsorily as by agreement, lands and easements, situate and being within the limits hereinafter mentioned, and to purchase or take on lease, and to maintain the existing gas works, apparatus, and buildings of the Neath Gas Light and Coke Company, situate in or under the Latt, in the said parish of Neath, and also the mains and pipes of the last-mentioned Company, situate in the parishes of Neath and Cadoxton-juxta-Neath, and if necessary to confer on the Neath Gas Light and Coke Company power to sell or lease such gas works, apparatus, buildings, mains, and pipes.

To authorise the Company to manufacture gas, and to manufacture, sell, and dispose of the coal, cannel, coke, and any other residuum and products arising, remaining, or obtained from the materials used in the manufacture and production of gas, and to sell and supply gas within the limits following (that is to say): the borough of Neath, the parishes or places of Neath, Cadoxton-juxta-Neath, Blaenhonddan, Skewen, Duffryn, Clydach, Coed Frank, Lantwit-juxta-Neath, Lantwit Lower, and Briton Ferry, all in the county of Glamorgan, and to lay down, renew, maintain, and use mains, pipes, and other works in, through, across, and under streets, roads, bridges, lanes, yards, courts, footways, and other public passages and places within the said limits, and to maintain, renew, and use, mains, pipes, and other works already laid down in, through, across, and under streets, roads, bridges, lanes, yards, courts, footways, and other public passages and places within the said limits, and for those purposes to break up and interfere with such

streets, roads, bridges, lanes, yards, courts, footways, and other public passages and places, and also any railways, tramways, telegraphic apparatus, sewers, drains, water pipes, and gas pipes within the said limits.

To authorise the Company to sell, lease, or let any lands from time to time belonging to them, and not for the time being required for the purposes of their undertaking.

To authorise the Company to sell or let gas meters, gas pipes, apparatus, and fittings, and to levy rates, rents, and charges for the sale and supply of gas, and of gas meters, pipes, apparatus, and fittings.

To vest the undertaking of the Limited Company in the Company, and to enable the Company to raise moneys for all or any of the objects of the intended Act.

To authorise the Company and all Corporations and public bodies, commissioners, companies, or other legal authorities, and all persons whomsoever, to make and carry into effect contracts and agreements for lighting any public place, building, or otherwise, upon such terms and conditions as they shall respectively think fit.

To cancel the memorandum of association of the Limited Company, and other documents under which such Company is at present acting, and to re-incorporate such Company, and to change, if deemed expedient, the name of such 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," and "The Gas Works Clauses Act, 1847," or some of them, or some parts thereof.

To amend or repeal in part the following Acts, local and personal, that is to say: the 5 and 6 William 4th, chapter 107; the 8 and 9 Vict., cap. 190; the 9 and 10 Vict., cap. 341, and all the other Acts relating to the Great Western, the South Wales, and the Vale of Neath Railway Companies, or any of them.

To confer, vary, and extinguish exemption from payment of rates, rents, duties, and charges.

To vary and extinguish all existing rights and privileges which may interfere with the attainment of any of the objects of the Bill, and to confer all rights and privileges necessary or expedient for effecting the said objects, or in relation thereto.

And notice is hereby given, that a plan of the land intended to be taken compulsorily, with a book of reference to such plan, 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, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in the said county, and on or before the same day a copy of so much of the said plan and book of reference as relates to the parish in which the land intended to be so taken is situate, with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of such parish, at his residence.

Printed copies of the 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 3rd day of November, 1865.

D. Randall, Neath, Solicitor for the Bill.

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

North-Eastern Railway—County of Durham New Lines and Works.

(Powers to Construct Railways at Norton, Ferryhill, and Hartlepool, and Timber Pond in Hartlepool Slake; to alter Roads at Hartlepool, Stockton-upon-Tees, and Gateshead; to Purchase Additional Lands; to Subscribe to Hexham and Alendale Railway; Agreements with Hartlepool Port and Harbour Commissioners; 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:—

1. A railway situate wholly within the township and parish of Norton, in the county of Durham, commencing by a junction with the Stockton branch of the West Hartlepool line of the Company at a point about 574 yards south-east of the platform entrance to the booking office at the Norton station, and terminating, by a junction with the said West Hartlepool line, at a point about 33 yards west of where the occupation road to Hornley's farmhouse crosses that line, on the level.

2. A railway commencing in the township of Ferryhill, and parish of Merrington, in the said county, by a junction with the said West Hartlepool line at a point about 106 yards north of the platform entrance to the booking office at the Ferryhill station on the North-Eastern 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:—Ferryhill, Merrington, Bishop Middleham, and Thrislington, all in the said county, and terminating in the said township of Ferryhill and parish of Merrington, by a junction with the Byers Green branch of the said West Hartlepool line at a point about 176 yards east of where the road leading from Thinford to Cleves Cross crosses that branch on the level.

3. A railway commencing in the township of Thrislington and parish of Bishop Middleham, in the said county, by a junction with the said West Hartlepool line at a point about 70 yards south of where the occupation road leading from Thrislington Hall crosses that line, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Thrislington, Bishop Middleham, Ferryhill, Cornforth, and Merrington, in the said county, and terminating in the said township of Thrislington and parish of Bishop Middleham, by a junction with the Hartlepool branch of the North-Eastern Railway, at a point about 8 yards west of where the road leading from Thinford Mill to Bishop Middleham crosses that branch on the level.

4. A railway commencing in the township and parish of Stranton, in the said county, by a junction with the passenger railway of the Company from West Hartlepool to Hartlepool, at a point about 154 yards south of the south-west corner of the boundary wall of the gasworks adjoining Cleveland road, in the said parish of Stranton, 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:—Stranton, Hart, and Hartlepool, all in the said county, and terminating in the township and parish of Hart, in the said county, by a junction with the railway of the Company

From Hartlepool to Ferryhill at a point about 785 yards north-west of where the road to the Hartlepool Cemetery passes under that railway, in a straight line wholly in the township of Hartlepool and parish of Hart, in the said county of Durham, and in the said county of Durham, commencing by a junction with the proposed Railway No. 11 in a field belonging to the trustees of the late Duke of Cleveland and Frederick Ayclom Millbank Esq., and in the occupation of Matthew Carter, situate about 230 yards south-west from Warren Hall, and at a point in that field distant about 88 yards, measuring due north from the southernmost corner thereof, and terminating by a junction with the said railway from Hartlepool to Ferryhill at a point distant about 110 yards south-east from where the road to the Hartlepool Cemetery passes under the railway.

— And in such intended Act powers will be sought to enable the Company to construct a timber dock or pond at the south side of the Slake at Hartlepool in the said county, with all requisite sluices, locks, and other works, which said proposed dock or pond will be wholly made in the township and parish of Stranton in the said county, and will extend in an easterly direction from the south end of the present southernmost timber dock adjoining the said Slake to or near to the north-east end of the timber gearing by which the passenger railway from West Hartlepool to Hartlepool is carried over the south-east corner of the said Slake.

And also to enable the Company to stop up the road at the south end of the said Slake leading to Middleton, from a point distant about 175 yards eastward from where the said road joins Cleveland road, in the parish of Stranton, to a point in the said road to be stopped up opposite or near to a dwelling-house and butcher's shop, in the said road belonging to William Oddy, and occupied by George Wilson, and to appropriate the site of the said position of road so to be stopped up to the purposes of the Company, and in lieu thereof to form a new road between the said points, and across the said Slake, on the north side of the said proposed timber pond and works thereof, which said intended new road will be wholly in the said township and parish of Stranton.

And in such intended Act powers will be sought to enable the Company to divert and alter the line and levels of the road called Bishop-ton-lane, in Stockton-upon-Tees, or some part thereof, and to carry that road under the railway of the Company from Stockton to Leeds by a bridge, with all necessary approaches and works, and to stop up, discontinue, and extinguish all rights of way over that portion of the said road which is at present crossed by the said railway on the level, which said intended diversion and alteration will be wholly made in the township and parish of Stockton-upon-Tees, in the said county, and will commence at a point on the said road distant about 210 yards in an easterly direction from the centre of the said railway, where it crosses the said road, and will terminate at a point on the said road, distant about 188 yards, measuring along the said road in a westerly direction from the said centre of the said railway.

And to construct a drain under the said Bishop-ton-lane, for a distance of about 193 yards in a westerly direction from the terminus of the proposed diversion thereof, and under the intended alteration of that lane.

And also to divert and alter the line and levels of the Catterick Bridge and Durham turnpike road, from a point in that road distant about 13 yards north from the centre of the said Bishop-ton-lane, where the said turnpike road enters that

lane, to a point in the said turnpike road about 193 yards, measuring along the road, north from the centre of the present Bishop-ton-lane, and to stop up, discontinue, and extinguish all rights of way over the portion of the said turnpike road so to be diverted, and appropriate the site of so much thereof as will not be required for the road, to the purposes of the Company, which said intended diversion and alteration will be wholly made in the said township and parish of Stockton-upon-Tees.

And also to divert and alter the line and levels of the public road called Park-lane, in Gateshead, and carry that road over the main line of the railway of the Company by a bridge, with all necessary approaches and works, and to stop up, discontinue, and extinguish all rights of way over that portion of the said road which is at present crossed by the said railway on the level, and for a distance of about 15 yards east from the easternmost rail of the said railway at such crossing, and vest the portions of the said road so to be stopped up in and appropriate the same to the purposes of the Company, which said intended diversion and alteration will be wholly made in the township and parish of Gateshead, in the said county, and will commence at a point in the said road distant about 130 yards west of where that road is crossed by the said main line, and will terminate at the angle of the said road, where it turns in a south-easterly direction to Park House, in Gateshead aforesaid.

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, timber dock, alteration of roads 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 of East Thickley and parish of St. Andrew, Auckland, in the said county, certain lands lying on the north side of and adjoining the Stockton and Darlington line of the Company, and extending from the public highway leading from Redworth to Eldon to the boundary between the townships of East Thickley and Middridge; and also certain lands lying on the south side of and adjoining the said Stockton and Darlington line, and extending from the foot bridge over that line opposite to the end of Mill-street in New Shildon, to the boundary between the said townships of East Thickley and Middridge.

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, viaducts, tramroads, bridges, and other works within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, for the purposes of the intended Act, or any of them, and to 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 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, timber dock, roads, 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, dock, 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 further capital towards and hold shares in the undertaking of the Hexham and Allendale Railway Company, 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 in such intended Act powers will be sought to enable the Company, and the Harlepool Port and Harbour Commissioners to enter into and carry into effect, arrangements and agreements respecting the sluices to be made in connection with the proposed timber dock, and any other matters relating thereto, and to vest in those commissioners the control of the sluicing operations, and to confer on them other rights and powers.

And it is also proposed by such intended Act to authorise the Company to apply to the purposes of that Act 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 also for the general purposes of the Company, 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 par 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 notice is hereby further given, that on or before the 30th day of November instant, duplicate plans defining the lines of the proposed railways, timber dock, roads, and alteration of roads, and the lands proposed to be purchased by compulsion, and sections showing the levels of the said proposed railways, timber dock, roads, and alteration of roads and works, together with a published map whereon will be defined the general course and direction of each of the said 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 Clerk of the Peace for the county of Durham, at his office, in the city of Durham; and that on or before the said 30th day of November instant, a copy of 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, dock, roads, 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., 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; 27 and 28 Vic., caps. 49, 55, and 67; 28 Vic., cap. 111; and 28 and 29 Vic., caps. 251, 267, 363, and 368; 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 Hexham and Allendale Railway Act, 1865," and "The Harlepool Port and Harbour Act, 1855," and to make other provision in lieu of the provisions so repealed, altered, or amended.

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, 1865.

Richardson, Gutch, and Co., Solicitors,
York.

In Parliament, Session 1866

Manchester Pneumatic Railway and the
(Construction of Railways from Hunts Bank to Market-street, and from Market-street to London Road, Manchester.—Incorporation of Company.—Powers of Construction.—Subscription and Arrangement to the London and North-Western, the Lancashire and Yorkshire, the Manchester, Sheffield, and Lincolnshire, and the Great Northern Railway Companies.—Amendment of Acts, &c.)

NOTICE is hereby given, that it is intended to apply to Parliament, in the next Session thereof, for leave to bring in a Bill for the 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 referred to, with all necessary and convenient or incidental works, approaches, stations, buildings, warehouses, depots, communications, and other conveniences connected therewith, that is to say:—

A Railway (No. 1) to be situate wholly in the township, parish, and city of Manchester, in the county of Lancaster, commencing at or near the centre of the street, or place known as Hunts Bank, at a point fourteen yards, or thereabouts, measured in a north-westerly direction from the north-west corner of the building known as the Palatine Hotel, and terminating at or near the centre of the street, or place known as Market-street, at a point forty yards, or thereabouts, measured in a south-easterly direction along the centre of Market-street, from the point of intersection of Cross-street, Corporation-street, and Market-street.

A Railway (No. 2) to be situate wholly in the said township, parish, and city of Manchester, commencing at or near the centre of the street, or place known as Market-street, at a point forty yards, or thereabouts, measured in a south-easterly direction along the centre of Market-street, from the point of intersection of Cross-street, Corporation-street, and Market-street, and terminating at or near the centre of the street, or place known as London Road, at or near the point of intersection of the said London Road with the street or place known as Pump-street; and it is also proposed by the said Bill to apply for the

following or some of the following, among other powers, viz. 118 bus 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

110, and all other Acts relating to the Lancashire and Yorkshire Railway Company; 12 and 13 Vic. cap. 81, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; and 9 and 10 Vic. cap. 71, and all other Acts relating to the Great Northern Railway Company.

And notice is hereby given, that on or before the thirtieth day of November instant, plans and sections of the said intended Railways and Works, and describing the lands and houses which shall or may be taken under the powers of the Bill; and a book of reference thereto, a published map showing the general course of the said intended railways, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office in Preston, and with the Clerk of the Peace for the city of Manchester at his office in Manchester; and that on or before the same day a copy of this notice, as published as aforesaid, and a copy of the said plans, sections, and book of reference, will be deposited with the parish clerk of the said parish of Manchester, at his place of abode.

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 fourteenth day of November, 1865.

Slater, Heald, & Co. Manchester, Solicitors to the Company.

Print, Sherwood, Venables, & Grubbe, T. Great George-street, Westminster, Parliamentary Agents.

West Middlesex Water Works Company

(Extension of Limits of Supply; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next session for an Act to extend and enlarge the limits within which the West Middlesex Water Works Company may supply water, so as to include within their limits of supply all or parts of the following parishes or places, or some of them (that is to say, St. John Hampstead, Hendon, Willesden, and that part of the parish of Acton which lies to the north of the Great Western Railway, all in the county of Middlesex, and to extend to such enlarged limits all or some of the powers and provisions of the several Acts following, or some of them (that is to say): "The West Middlesex Water Works Act, 1806;" "The West Middlesex Water Works Act, 1810;" "The West Middlesex Water Works Act, 1813;" "The West Middlesex Water Works Act, 1852;" and "The West Middlesex Water Works Act, 1860," including the powers and provisions relative to the levying of rents, rates, or charges, and the laying down, removing, and repairing of mains and pipes, and to alter and amend the said Acts or some of them, and to confer upon the Company such other rights, powers, and privileges as may be necessary for enabling them to supply water for domestic and other purposes within such extended limits.

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

Dated this 26th day of October, 1865.

E. S. Bailey, 5, Berners-street, Solicitor to the Company.

Merrybent and Darlington Railway, (Incorporation of Company for making a Railway from Melsoby, in the North Riding of the county of York, to the Darlington and Barnard Castle Branch of the North Eastern Railway, with a Branch therefrom, in the township of Barton, in the parish of Barton, in the said North Riding, to enter into Working and Traffic Arrangements with the North Eastern Railway 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 to incorporate a Company by the name of "The Merrybent and Darlington Railway Company," or such other name as shall be deemed expedient, hereafter called the Company, and to confer upon such Company powers for all or some of the following purposes, that is to say, a duty not to incur, or to make and maintain a railway (No. 1.) with all necessary stations, bridges, works, and conveniences connected therewith, and approaches thereto, commencing in a certain field, called "Street Field," in the township and parish of Melsoby, in the North Riding of the county of York, belonging to the Merrybent and Middleton Tyas Mining and Smelting Company, limited, now in the occupation of Matthew Martin, adjoining the Leeming lane turnpike road, at a point in the said field about 170 yards south-west of the centre of the Little Hang Bank Bridge, crossing the Waterfall Beck, and thence passing in, through, or into the several parishes, townships, or other places following, or some of them, that is to say, Melsoby, Barton, Gilling, Stanwick, St. John Stanwick, Newton Morrell, Manfield, and Cleasby, all in the said North Riding; Coniscliffe Low Coniscliffe, High Coniscliffe, Archdeacon Newton, Cockerton, and Darlington, all in the County of Durham, and terminating by a junction with the Darlington and Barnard Castle branch of the North Eastern Railway, in the township of Archdeacon Newton, and parish of Darlington, in the said county of Durham, at a point 282 yards west of the milestone on the said last mentioned branch railway denoting two miles from Darlington.

To make and maintain another railway (No. 2.) with all necessary stations, bridges, works, and conveniences connected therewith, and approaches thereto, commencing by a junction with the said intended railway (No. 1.) in a field (numbered 232 on the tithe commutation map of Barton) belonging to Leonard Lawrie Hartley, in the occupation of Richard Robinson, in the township of Barton, in the parish of Barton, in the said North Riding of the county of York, proceeding thence in a south-easterly direction through lands of Robert Henry Allen, and terminating at a field in the said township of Barton, and parish of Barton, belonging to Joseph Boyer, Esquire, adjoining the turnpike road leading from the village of Barton aforesaid to the turnpike road leading from Boroughbridge to Peirsebridge, all in the said North Riding of the county of York.

To authorise and regulate the proposed junction with the North Eastern Railway, and also any other junctions which may be required with the said railway at the termination of the said intended railway No. 1.; and the construction of any works in and upon property belonging to the North Eastern Railway Company, at and contiguous to such intended junction.

To deviate, in constructing the proposed railways and works, from the lines and levels laid down on the plans and sections thereof, to be deposited as after mentioned, to such an extent as

shall be deemed upon the said plans or authorised by the said Acts, and to purchase, compulsorily or otherwise, the lands, houses, and other property, rights and interests in the before mentioned parishes, townships, and places required for the purposes of the several railways and works, as aforesaid, and to vary or extinguish all or any rights and privileges in any manner connected with the said lands, houses, and other property, rights and interests, or with any railway or other works interfered with by the said intended railways or works, or which would in any manner interfere with the construction, maintenance or use of the said intended railways and works; or any of them.

To levy tolls, rates, and charges for or in respect of the said intended railways and works, and for the conveyance of traffic thereon, to alter existing tolls, rates, and charges, and to grant exemptions from payment of such tolls, rates, and charges.

To alter cross on the level of or over or under, or otherwise vary, stop up, and divert any turnpike and other roads, highways, railways, tramways, footpaths, rivers or waters, mill dams, and other works which it may be necessary to interfere with in the construction or use of the said intended railways and works.

To create a joint stock or capital, and to raise money by borrowing or mortgage of the undertaking, and to confer on the Company and make applicable to the object of the said Bill, 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, 1825," "The Lands Clauses Consolidation Act, Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Railway Companies Arbitration Act, 1859," and all other statutes, powers, and provisions necessary for the purposes to be authorised by the said intended Act.

To enable the Company and the North Eastern Railway Company, to enter into, make and carry into effect such agreements, and upon such terms and conditions as they may think fit, in respect of the maintenance and management, working and use, by the North Eastern Railway Company, of the said intended railways and other works, the conveyance of the traffic thereon, and the providing of rolling stock for the same or any part thereof, and the payment and also the fixing, division and apportionment between the said Companies of the costs, charges, and expenses of such maintenance and management, use and working, and of the tolls, rates, and charges to be received in respect of such traffic.

To enable the Company and the North Eastern 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 junction of the said intended railway No. 2. with the said branch of the North Eastern Railway, and as to the cost of constructing and maintaining such stations, sidings, and necessary works respectively, and to ratify and confirm any agreements which have been made, or which may be made, between the said intended Company, or the promoters thereof, and the North Eastern Railway Company, in relation to the matters aforesaid.

To empower the Company to run over, work and use, with their engines and carriages, and for all purposes, the railway, offices, junctions, sidings, water, watering places, machinery, and works, of

works and conveniences in connection therewith respectively, that is to say,—

First, A branch railway (hereinafter called "Line No. 1") commencing by a junction with the main line of the Caledonian Railway at or near a point in the parish of Carluke and county of Lanark, adjacent to the bridge over the said main line, about two and a half furlongs northward from the farm-steading of Brackenhill, and terminating by a junction with the authorized line of the railway described as Railway No. 1 in, and intended to be formed by the Company, under the powers of "The Caledonian Railway (Cleland and Midcalder Railway and Branches) Act, 1865," at or near a point in the parish of Shotts and county of Lanark, about four chains southwestward from the farm-steading of Calderhead; which proposed Line No. 1, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Carluke, Cambusnethan, and Shotts, all in the county of Lanark.

Secondly, A branch railway (hereinafter called "Line No. 2") commencing by a junction with Line No. 1, at or near a point in the parish of Carluke and county of Lanark, about eight chains westward from North Hyndshaw Smithy, and terminating at or near a point in the same parish about five chains southeastward from the eastmost Blast Furnace of Castlehill Iron Works; which proposed Line No. 2, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Carluke and Cambusnethan, in the county of Lanark.

Thirdly, A branch railway (hereinafter called "Line No. 3") commencing by a junction with Line No. 1 at or near a point in the parish of Cambusnethan and county of Lanark, about one and a half furlongs southeastward from the farm-steading of Southdyke, and terminating by a junction with the authorized line of the branch railway intended to be formed by the Company in extension of their Wilsontown Branch, under the authority of "The Caledonian Railway (Additional Powers) Act, 1865," at or near the termination of the said authorized line, about twelve chains westward from the farm house of Wester Greenwell, in the parish of Carnwath and county of Lanark; which proposed Line No. 3, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Cambusnethan, Carstairs, Carluke, and Carnwath, all in the county of Lanark.

Fourthly, A branch railway (hereinafter called "Line No. 4"), commencing by a junction with the main line of the Caledonian Railway, at or near a point in the parish of Carluke and county of Lanark, about two furlongs southward from Waterland's Cottage, and terminating in the same parish, at or near the Mineral Pit, situated about three furlongs eastward from the farm-steading of Mauldsie Mains; which proposed Line No. 4, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate wholly in the parish of Carluke, in the county of Lanark.

Fifthly, A branch railway (hereinafter called "Line No. 5"), commencing by a junction with Line No. 4, at or near a point in the parish of Carluke and county of Lanark, about three furlongs southeastward from the farm-steading of Eastend, and about two furlongs northward from

Scoular Hall, and terminating in the same parish, at or near the Mineral Pit, about one and a half furlongs northward from Hallcraig House; which proposed Line No. 5, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate wholly in the parish of Carluke, in the county of Lanark.

Sixthly, A branch railway (hereinafter called "Line No. 6") commencing by a junction with the main line of the Caledonian Railway, at or near a point in the parish of Carluke and county of Lanark about one and a half furlongs northwestward from the bridge over the said main line situated about two and a half furlongs northward from the farm-steading of Brackenhill, and terminating at or near a point in the same parish about two furlongs eastward from Jollyfield, and about two furlongs southwestward from Shawfield; which proposed Line No. 6, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate wholly in the parish of Carluke in the county of Lanark.

Seventhly, A branch railway (hereinafter called "Line No. 7") commencing by a junction with that portion of the undertaking of the Company called the Clydesdale Junction Railway at or near a point about two chains north-westward from its south-eastern termination near Clyde Street of Hamilton in the parish of Hamilton and county of Lanark, and terminating by a junction with the main Lesmahagow branch of the Caledonian Railway at or near a point in the same parish about two and a half furlongs southward from Ross House; which proposed Line No. 7 and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parish of Hamilton and the town of Hamilton, in the county of Lanark.

Eighthly, A branch railway (hereinafter called "Line No. 8") commencing by a junction with that portion of the undertaking of the Company known as the Glasgow Paisley and Greenock Railway, at or near a point about two and a quarter furlongs, measured along the line of that railway, northwestward from the bridge in the Middle Church parish of Paisley and county of Renfrew, by which that railway is carried over the road leading from North Greenhill by Westmarch Cottage to Westmarch and Patison's Mound, and terminating at or near a point in the parish of Kilbarchan and county of Renfrew, on the east side of the turnpike-road leading from Johnstone to Houston, about six chains northwestward from Johnstone Bridge by which the said turnpike-road is carried over Black Cart Water; which proposed Line No. 8, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Middle Church parish of Paisley, the Abbey parish of Paisley, the parish of Kilbarchan, and the town of Paisley, all in the county of Renfrew.

Ninthly, A branch railway (hereinafter called "Line No. 9") commencing by a junction with the Rutherglen and Coatbridge branch of the Caledonian Railway, at a point in the parish of Old Monkland and county of Lanark, at or near the bridge by which that branch is carried over the public road which leads northward from Bogleshole farm-steading, and terminating at or near a point in the same parish about seven chains westward from Clyde Cottage near to the Clyde Iron Works; which proposed Line No. 9 and the

works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate wholly in the parish of Old Monkland, in the county of Lanark.

Tenthly, A branch railway (hereinafter called "Line No. 10") commencing by a junction with the extension of the Glasgow Garnkirk and Coatbridge Railway, through Coatbridge, now forming part of the Company's main line from Carlisle to Glasgow, at or near a point in the parish of Old Monkland and county of Lanark, about two chains southward from the Dundivan Academy at Coatbridge, and terminating at a point in the same parish in or near the northern side of the Calder Oil Company's Works on the lands of Palacecraig occupied by Messrs. Greenshields and Royster; which proposed Line No. 10, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parishes of Old Monkland and New Monkland, in the county of Lanark.

Eleventhly, A branch railway (hereinafter called "Line No. 11") commencing by a junction with Line No. 10 at or near a point in the parish of Old Monkland and county of Lanark about one furlong and a half southward from Cliftonhill House, and terminating near the south side of the turnpike road leading from Coatbridge to Airdrie at or near a point in the same parish about seven chains south-westward from Coats House; which proposed Line No. 11 and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate wholly in the parish of Old Monkland, in the county of Lanark.

Twelfthly, A branch railway (hereinafter called "Line No. 12") commencing by a junction with the main line of the Caledonian Railway from Carlisle to Edinburgh at or near the point in the parish of West Calder and county of Edinburgh where the Bog or Cobbinshaw Burn is carried under the said main line by a culvert, which point is about two and a half furlongs south-eastward from the farm-steading of Kiprig, and terminating at or near a point in the same parish about four and a half furlongs south-westward from the farm-steading of Harburnhead; which proposed line No. 12 and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate wholly in the parish of West Calder in the county of Edinburgh or Midlothian.

Thirteenthly, A branch railway (hereinafter called "Line No. 13") commencing by a junction with that portion of the Company's undertaking called the Hamilton and Strathaven Railway at a point in the parish of Blantyre, at or near the bridge by which that railway is carried over the public road which leads from High Blantyre by Hunthill to Barnhill, and terminating by a junction with the authorized extension of the Busby Railway intended to be formed by the Busby Railway Company under the powers of "The Busby Railway (Kilbride Extension) Act, 1865," at or near the authorized termination thereof, at a point at or about half a furlong north-eastward from the United Presbyterian Church in the village of East Kilbride; which proposed Line No. 13, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parishes of

Blantyre, Cambuslang, and East Kilbride, all in the county of Lanark.

And notice is further given, that duplicate plans and sections describing the lines, situation and levels of the said proposed branch railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said plans, 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 other property, and a published map with the lines of the proposed branch railways delineated thereon so as to show their general course and direction, and a copy of this Notice as published in the London and Edinburgh Gazettes, will on or before the thirtieth day of November instant, be deposited for public inspection in the offices at Glasgow, Airdrie, Hamilton, and Lanark respectively, of the Principal Sheriff-Clerk of the county of Lanark, in the office at Paisley of the Principal Sheriff-Clerk of the county of Renfrew, and in the office at Edinburgh of the Principal Sheriff-Clerk of the county of Edinburgh or Midlothian, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes before specified respectively, with a copy of this notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session-clerk of each such parish, at the usual place of abode of such schoolmaster or session-clerk.

And notice is further given, that it is intended by the said Bill to empower the Company to deviate in the construction of the said proposed branch railways, from the lines and levels delineated upon 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 proposed branch railways or any of the works and conveniences connected therewith.

And it is further intended by the said Bill to empower the Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the several purposes aforesaid; to convey passengers, goods, and other traffic on the said proposed branch railways; to levy tolls, rates, and charges for the use of the said proposed branch railways and relative works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is further intended by the said Bill to empower the 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 fee, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground annual, or rent, or for

such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect or be affected by the construction, maintenance, or use of the said proposed branch railways and other works; and 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 raise money for the purposes of the said proposed branch railways and other works, 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 creation and substitution of ordinary shares or stock or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond or cash-credit; and to fund or issue debenture stock in lieu of the money so borrowed or authorized to be borrowed; and to extend the periods limited by the several Acts now in force relating to the undertaking of the Company, or any part thereof, for the sale of superfluous lands.

And it is further intended by the said Bill to enable the Company on the one hand, and the London and North-Western, the Midland, the North-Eastern, the Glasgow and South-Western, and the North British Railway Company, or any or either of them on the other hand, from time to time to make and enter into contracts or agreements for the passage along their respective railways of engines, carriages, and waggons belonging to them respectively, or to any other Company or person, upon payment of such tolls, rates, or duties, and under such conditions and restrictions as may be mutually agreed upon, and for the division or apportionment of the tolls, rates, duties, and revenues arising on their respective undertakings, and for the better and more economical working and management of those undertakings, and to appoint Joint-Committees and make all other arrangements for more effectually carrying out the objects of such contracts or agreements.

And it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, and rights, privileges, and exemptions which may in any manner impede or interfere with the objects aforesaid, or any of them; and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

And it is further intended by the said Bill to empower the Company to establish and maintain a Provident Fund for the benefit of their officers, servants, and workmen, and their widows and children, and to make rules for the government and regulation of such fund, and to apply in aid thereof so much of the Company's funds as may from time to time be deemed expedient.

And, for these and other purposes, it is intended by the said Bill to amend "The Caledonian Railway Act, 1845," and the several Acts relating to the Caledonian Railway Company, and to the undertakings belonging to and held in lease and worked by that Company, passed in the Sessions of Parliament, held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-

second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; as also "The Glasgow and South-Western Railway Consolidation Act, 1855," and the several Acts relating to the Glasgow and South-Western Railway Company, and to the undertakings belonging to and held in lease and worked by that Company, passed respectively in the nineteenth and twentieth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; as also the Acts recited in the several Acts before referred to, and any other Acts relating to the Caledonian Railway Company, and to the Glasgow and South-Western Railway Company, and to the undertakings belonging to and held in lease and worked by these Companies jointly or separately; as also the Act (local and personal) 9th and 10th Victoria, chapter 204, and the several other Acts relating to the London and North Western Railway Company; the Act (local and personal) 7th and 8th Victoria, chapter 18, and the several other Acts relating to the Midland Railway Company; the Acts (local and personal) 6th William IV., chapter 81, and 17th and 18th Victoria, chapter 211, and the several other Acts relating to the North Eastern Railway Company; and the North British Railway Consolidation Act, 1858, and the several other Acts relating to the North British Railway Company.

And notice is 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 twenty-third day of December next.

Dated this first day of November, eighteen hundred and sixty-five.

Hope and Mackay, W.S., Edinburgh.

Grahames and Wardlaw, 30, Great George-street, Westminster.

In Parliament.—Session 1866.

The Contract Corporation (Limited).

(Subdivision of Original Shares; Alteration of Memorandum of Association.)

NOTICE is hereby given, that application 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 23rd day of December next.

Dated this 9th day of November, 1865.

Edwards and Co., Westminster, Solicitors for the Bill.

In Parliament—Session 1866.

Brecon and Merthyr Tydfil Junction Railway
(Northern Lines).

(Additional Line between Tal-y-llyn and Three Cocks Junction—New Lines from Tal-y-llyn to Abergavenny, and from Nant-y-bwch to the Sirhowy Railway—Powers to, and Provisions affecting the Brecon and Merthyr Tydfil Junction and the Mid-Wales Railway Companies—Running Powers and other Provisions affecting the Brecon and Llandovery Junction—the Vale of Towy—the Neath and Brecon—the Swansea Vale and Neath and Brecon Junction—the Swansea Vale—the Merthyr, Tredegar, and Abergavenny—the Abergavenny and Monmouth—the Great Western—and the Sirhowy Railway Companies—and the Llanely Railway and Dock Company—Purchase or Amalgamation of the Sirhowy Railway Company's Undertaking—Extending Time for Sale of Superfluous Lands—Further Money Powers—Amendment of Acts.)

A PPLICATION is intended to be made to Parliament next session for leave to bring in a Bill to enable the Brecon and Merthyr Tydfil Junction Railway Company (hereinafter called "The Company") to effect the objects or some of the objects following, viz. :—

To make and maintain the railways hereinafter described, with stations, sidings, and other works and conveniences connected therewith (to wit) :—

A railway (No. 1), (adjoining or near to, and on the eastern side of the Mid-Wales Railway between Tal-y-llyn and Three Cocks Junction), commencing in the parish of Llanfihangel-tal-y-llyn and county of Brecon by a junction with the existing railway of the Company, authorised by the Brecon and Merthyr Railway (Extensions) Act, 1860, and therein referred to as Railway No. 1, at or near the termination thereof, and passing from, in, through, or into the parishes, townships, and places of Llanfihangel-tal-y-llyn, Llangorse, Llanfihangel-tre-r-graig, Talgarth, Brynllys, and Aberllyfni (all in the county of Brecon), or some of them, and terminating in the said parish of Aberllyfni by a junction with the Hereford, Hay, and Brecon Railway, of the Company at or near the junction of that railway with the Mid-Wales Railway, at a point five chains or thereabouts south-westward of the crossing (in that parish) of the turnpike road from Brecon to Hay, by the Hereford, Hay, and Brecon Railway.

A railway (No. 2) commencing in the parish of Llangasty-tal-y-llyn, and county of Brecon, by a junction with the railway of the Company at or near the distance signal post 28 chains, or thereabouts, south-east of the platform of the Company's station, at the east end of the tunnel there, and passing from, in, through, or into the parishes, townships, and places of Llangasty-tal-y-llyn, Llansaintfread, Cathedine, Saint Michael Cwmdru, Cilwch, Tretower, Crickhowel, and Llangenny (all in the county of Brecon), or some of them, and Llanwenarth Ultra, and Llanwenarth Citra, Llantilio Pertholey, and Abergavenny (all in the county of Monmouth), or some of them, and terminating in the said parish of Abergavenny by a junction with the Merthyr, Tredegar, and Abergavenny Railway, at a point one hundred and fifty yards or thereabouts, westward of the post on that railway, denoting the distance of half a mile from its commencement.

A railway (No. 3) wholly in the parishes of Llangynider, in the county of Brecon, and Bedwelty, in the county of Monmouth, or one of them, commencing by a junction with

the Company's railway, sixthly, described in and authorised by the Brecon and Merthyr Railway Act, 1862, (but on the plans deposited for the purposes of that Act with the Clerk of the Peace for the county of Brecon, called line No. 7), at a point distant three miles and one furlong, or thereabouts, from the commencement of that railway, as shown on those plans, and terminating by a junction with the Extension Railway, first described in and authorised by the Sirhowy Railway Act, 1865, at a point distant one mile and three chains from the commencement of that railway, as shown on the plans deposited for the purposes of that Act with the Clerk of the Peace for the counties of Monmouth and Brecon.

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

To cross, stop up, alter, or divert for the purposes of the intended railways and works, and either temporarily or permanently, streets, roads, highways, and other ways, streams, pipes, sewers, canals, navigations, bridges, railways, and tram-roads, within the parishes, townships, and places aforesaid.

To purchase by compulsion, and by agreement, lands, houses, and hereditaments, for the purposes of the intended railways and works.

To appropriate compulsorily, or otherwise, and utilise for the purposes of the Bill, the works, lands, and property of the Mid-Wales Railway Company.

To levy tolls, rates, and charges upon, or in respect of, the intended railways and works, and alter those which the other Companies named in this notice are authorised to take on their lines, and to vary or extinguish exemptions from the payment of such tolls, rates and charges, respectively.

And it is also intended to effect by the Bill the objects, or some of the objects following, viz. :

To extend and apply to the intended railways and works, or some of them, the sections 30, 31, and 32 of the Brecon and Merthyr Railway (Extensions) Act, 1860, and any contracts or arrangements subsisting thereunder, and with or without modifications, and to confer further power of making such contracts or arrangements.

To repeal altogether, or to amend, sections 24 and 25 and 26 of the Mid-Wales Railway (Llangurig branch, &c) Act, 1863, and section 43 of the Brecon and Merthyr Railway (various powers) Act, 1865, and sections 35 and 36 of the Brecon and Merthyr Railway Amalgamation Act, 1865, giving the Company and the Mid-Wales Railway Company respectively, running powers over each other's railways.

To admit or provide for the admission of the Mid-Wales Railway Company to participate in the exercise of the powers of the Bill relating to the Railway No. 1, or some parts thereof, and the works connected therewith, and in the ownership and user thereof.

To compel the Mid-Wales Railway Company to repay to the Company the whole, or some part of the cost of the Railway No. 1, and works connected therewith, or of such part thereof as shall be executed by the Company.

To empower the Company, and to empower and require the Mid-Wales Railway Company, to provide and contribute funds for the purposes of the undertaking under the Bill, or any part thereof; and to empower the Company and the Mid-Wales Railway Company to guarantee to or for each

other interest, dividend, annual or other payments, and the principal money borrowed.

To vest or provide for vesting in the Company (compulsorily or otherwise, and either jointly with the Mid-Wales Railway Company or jointly as to part and solely as to other part) the ownership and user of the railways, stations, sidings, buildings, approaches, works, and conveniences, lands and property (present or future) of the Mid-Wales Railway Company, and the enjoyment and exercise of the powers, rights, and privileges (including the powers of levying tolls and charges), and on such payments or other consideration as may be defined by the Bill, or determined by compulsory arbitration.

To sanction and give effect to contracts or arrangements between the Company and the Mid-Wales Railway Company for or with respect to the objects of the Bill, the construction, maintenance, ownership, and user of the intended Railway No. 1, and works connected therewith, the acquisition of land for the same, the supply and maintenance of fixed and rolling stock and plant, the conduct and transmission of traffic on and over, and to and from their respective railways, and any incidental matters.

To empower the Company and the Mid-Wales Railway Company respectively, or either of them, for the purposes of the Bill, and also to empower the Company for purposes of or connected with their existing and authorised undertakings, to apply their corporate funds and revenues, and any moneys which the Company are now authorised to raise, to raise more money for the purposes aforesaid, by borrowing and by the creation of new shares and stock (preferential or otherwise), and with or without other special privileges.

To empower the Company, and all persons and corporations using their railways, or any part thereof, to run and work over and into and use, with their engines, carriages, and trucks, officers and servants, and for traffic of all descriptions, the respective railways (existing and authorised) of the Neath and Brecon Railway Company, the Swansea Vale and Neath and Brecon Junction Railway Company, the Swansea Vale Railway Company, the Brecon and Llandovery Junction Railway Company, the Vale of Towy Railway Company, the Abergavenny and Monmouth Railway Company, the Sirhowy Railway Company, and the Merthyr, Tredegar, and Abergavenny Railway Company, the Carmarthen undertaking of the Llanelly Railway and Dock Company, and the portions of the railways of the Great Western Railway Company lying between the intended Railway No. 2 and the Abergavenny and Monmouth Railway, or any of them, or any part thereof, and the stations, approaches, booking and other offices and buildings, wharfs, sheds, yards, platforms, sidings, water engines and supplies of water, telegraphs, signals, signal posts, and other engines, machinery, works, and conveniences connected therewith, and on such terms and conditions as shall be defined in the Bill, or (failing agreement) shall be compulsorily determined by arbitration or otherwise, and to empower the Company and such persons and corporations as aforesaid to levy tolls, rates, and charges for traffic conveyed by them over the said railways, to vary and confer exemptions from those now levied on those railways, and to oblige the Companies owning and working those railways, and their officers and servants, to afford and render all services and facilities requisite for giving full effect to the powers aforesaid.

To sanction and give effect to agreements and arrangements between the Company and any one or more of the Neath and Brecon Railway Com-

pany, the Swansea Vale and Neath and Brecon Junction Railway Company, the Swansea Vale Railway Company, the Brecon and Llandovery Junction Railway Company, the Vale of Towy Railway Company, the Llanelly Railway and Dock Company, the Abergavenny and Monmouth Railway Company, the Merthyr, Tredegar, and Abergavenny Railway Company, the Great Western Railway Company, and the Sirhowy Railway Company, for or with respect to the construction, maintenance, ownership, and use (either jointly or in severalty) by any or either of the contracting Companies, of any railways, portions of railway, stations, works, and conveniences of any one or more of them, or for the use of any one or more of them, the acquisition of lands and property for the same, the conduct of the traffic over and in the same, the transmission of traffic to and from the same, the supply of stock and plant, the levying and appropriation of tolls and charges for such traffic, and the sums in gross, rents, rebates, drawbacks, and allowances to be paid and allowed by any or either of the contracting Companies to or for any other or others of them.

To authorise the Company to purchase and take the undertaking, railways, works, lands, buildings, property, and effects of the Sirhowy Railway Company, and their powers, rights, and privileges (whether affecting their own undertaking or the undertakings of other Companies), and to authorise the Sirhowy Railway Company to sell and transfer the same on such terms, and for such consideration whatsoever as are or may be agreed upon between the Company and the Sirhowy Railway Company.

To authorise the amalgamation of the said undertaking, railways, works, lands, buildings, property, and effects, capital and proprietary, powers, rights, and privileges of the Sirhowy Railway Company with those of the Company on such terms, and for such consideration whatsoever, as are or may be agreed upon between the two Companies.

To alter the tolls and charges authorised to be taken by the Sirhowy Railway Company, and to dissolve that Company.

To extend the time limited by the Company's Acts for the sale of superfluous lands.

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 Acts of Parliament following, or some of them, that is to say:—22 and 23 Vict., cap. 68; 23 and 24 Vict., cap. 17; 24 and 25 Vict., caps. 10, 227, and 233; 25 and 26 Vict., cap. 184; 26 and 27 Vict., caps. 80, 196, and 202; 27 and 28 Vict., caps. 265 and 304; and 28 and 29 Vict., caps. 285 and 324, relating to the Company; 22 and 23 Vict., cap. 63; 23 and 24 Vict., cap. 133; 24 and 25 Vict., cap. 65; 25 and 26 Vict., cap. 156; 26 and 27 Vict., caps. 2 and 80; 27 and 28 Vict., cap. 142; and 28 and 29 Vict., caps. 159 and 371, relating to the Mid-Wales Railway Company; 22 and 23 Vict., cap. 84; 23 and 24 Vict., caps. 127 and 179; 25 and 26 Vict., cap. 95; and 26 and 27 Vict., cap. 9, relating to the Hereford, Hay, and Brecon Railway Company; 18 and 19 Vict., cap. 60; 19 and 20 Vict., cap. 95; 22 Vict., cap. 2; 24 and 25 Vict., cap. 162; and 27 and 28 Vict., cap. 18, relating to the Swansea Vale Railway Company; 27 and 28 Vict., cap. 293, and 28 and 29 Vict., cap. 239, relating to the Swansea Vale and Neath and Brecon Junction Railway Company; 25 and 26 Vict., cap. 193; 26 and 27 Vict., cap. 130; and 27 and 28 Vict., cap. 316; relating to the Neath and Brecon Railway Company; 26 and 27 Vict., cap. 201; and 28 and 29

Vict., cap. 324, relating to the Brecon and Llan-doverly Junction Railway Company, 17 and 18 Vict., cap. 150; and 21 and 22 Vict., cap. 147, relating to the Vale of Towy Railway Company; 16 and 17 Vict., cap. 169; 23 and 24 Vict., cap. 161; 24 and 25 Vict., cap. 217; 25 and 26 Vict., cap. 161; 26 and 27 Vict., cap. 103; 27 and 28 Vict., caps. 1; 203, and 218; 28 and 29 Vict., caps. 158 and 349, relating to the Llanelly Railway and Dock Company, and "The Abergavenny and Monmouth Railway Act, 1865;" 5 and 6 Wm. 4, cap. 107; 6 Wm. 4, caps. 36, 38, 77, and 79; 1 Vict., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict., cap. 27; 3 Vict., cap. 47; 3 and 4 Vict., cap. 105; 4 and 5 Vict., cap. 41; 5 Vict. (Session 2), cap. 28; 6 Vict., cap. 10; 7 Vict., cap. 3; 7 and 8 Vict., caps. 68 and 99; 8 and 9 Vict., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 308, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10 and 11 Vict., caps. 60, 72, 76, 80, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11 and 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 153, and 159; 12 and 13 Vict., caps. 55 and 85; 13 Vict., caps. 6 and 7; 13 and 14 Vict., caps. 44, 98, and 110; 14 and 15 Vict., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vict., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vict., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, 215, 222, and 227; 17 and 18 Vict., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vict., caps. 11, 59, and 69; 18 and 19 Vict., caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Vict., caps. 111, 126, and 137; 20 and 21 Vict., caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Vict., caps. 90, 123, 126, 139, 142, and 146; 22 Vict., cap. 13; 22 and 23 Vict., caps. 1, 17, 22, 40, 46, 59, 64, 76, 84, 105, 120, 134, and 138; 23 Vict., cap. 76; 23 and 24 Vict., caps. 69, 72, 76, 81, 82, 94, 127, and 128; 24 Vict., caps. 32 and 36; 24 and 25 Vict., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Vict., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26 and 27 Vict., caps. 113, 127, 151, 172, 198, 204, 208, and 227; 27 and 28 Vict., caps. 176 and 306; and 1 and 2 Geo. 4, cap. 63; 6 Geo. 4, cap. 168; 3 William 4, cap. 70; 7 Geo. 4, cap. 53; 33 Geo. 3, cap. 112; 35 Geo. 3, cap. 22; 39 Geo. 3, cap. 60; 49 Geo. 3, cap. 42; 55 Geo. 3 cap. 30; 57 Geo. 3, cap. 15; and 1 and 2 Geo. 4, cap. 61, relating to the Great Western Railway Company; 42 Geo. 3, cap. 115; 23 Vict., cap. 71; and 28 and 29 Vict., cap. 342, relating to the Sirhowy Railway Company, the Merthyr, Tredegar, and Abergavenny Railway Act, 1859; the Merthyr, Tredegar, and Abergavenny Railway (Leasing) Act, 1862; and the Merthyr, Tredegar, and Abergavenny Railway Act, 1863.

Plans and sections of the intended railways, with a book of reference to such plans, a published map with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Brecon, at his office at Brecon, and with the Clerk of the Peace for the county of Monmouth, at his office at Newport, on or before the 30th day of this present November; 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 and extra-parochial place in or through which the intended railways and works will be made, together with a similar copy of this notice,

will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence; and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the 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, 1865.

Cobb and Price, Solicitors, Brecon.

In Parliament—Session 1866.

Abercarn Turnpike Roads.

(Continuation of Term; Repeal and Amendment of Act; Alteration of Tolls, and of Debt and Interest; Abandonment as Turnpike of Portions of Road in Glamorganshire.)

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 amend and enlarge the powers and provisions of an Act of Parliament passed in the 3rd year of the reign of His late Majesty King William IV., intituled, "An Act for more effectually Repairing and Maintaining the Road from Llanfabon to Pontymoile and another Road, and also certain Bridges therein mentioned, in the counties of Glamorgan and Monmouth," or to repeal the said Act wholly or in part, and to grant further, better, and more effectual powers instead thereof; and to continue and extend the term granted by the said Act; and to make further provisions with reference to the said roads, or some of them, and the liquidation of the debts affecting the roads.

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

To continue as turnpike only such of the roads mentioned in the before-mentioned Act as are situate in the county of Monmouth, and to declare such of the said roads are situate in the county of Glamorgan to be, and form part of, the public highways of the parish or district in which they are respectfully situate.

To alter the tolls authorised by the said Act, and the application of the tolls, and to levy other tolls; and to confer, vary, and extinguish exemptions therefrom.

To make such arrangements as may be deemed necessary or expedient as to the debts now due and owing upon the credit of the tolls authorised by the said Act, and as to the payment of the principal and interest of the said debts, and the reduction and liquidation of such debts.

To extinguish all arrears, and to alter the present rate of interest, and the proportion of the tolls to be hereafter applied in payment of the principal and interest of the said debts, and to make other provision with reference thereto, and with respect to the repair and maintenance of the roads, or some part or parts thereof, and with respect to the management of the roads.

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

And notice is hereby 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 9th day of November, 1865.

Thomas M. Llewellyn, Newport, Monmouthshire, Solicitor for the Bill.

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

Pembroke and Tenby Railway.

(Extensions to Caermarthen and to Milford Haven, Deviation at Pembroke; Lease of Undertaking; Powers to other Companies; Change of name of Company; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Pembroke and Tenby Railway Company (hereinafter called "the Company"), for an Act to enable them to make and maintain the following railways and works, or some of them, with all proper stations, approaches, works and conveniences connected therewith, that is to say:—

1. A railway wholly situate in the parish of St. Mary, Pembroke, in the county of Pembroke, commencing by a junction with the Pembroke and Tenby Railway at about one hundred yards eastward of the distance post indicating a quarter of a mile from the commencement of that railway, and terminating on the south shore of Milford Haven, about one hundred and fifty yards westward of the pier at Hobbs Point.

2. A railway all in the parish of St. Michael, Pembroke, in the county of Pembroke, commencing by a junction with the Pembroke and Tenby Railway, where the same crosses the estuary known as the Mill Pond, and terminating by a junction with the same railway at or near the Pembroke station thereon.

3. A railway commencing in the parish of Llangan by a junction with the authorised line of the Pembroke and Tenby Extension Railway at a point marked 7 miles, 7 furlongs, on the plans (of Railway No. 2) deposited in respect of that Extension Railway in the month of November, 1863, with the Clerk of the Peace for the county of Caermarthen, thence passing from, in, through or into the parishes and places of Llangan, Llanboidy, Cyffig, St. Clare, Llangynin, Llanfihangel-Abercywyn, Mydrim, Merthyr, Llangynog, St. Peter's Caermarthen, and Llangynnor, all in the county of Caermarthen, and terminating in the said parish of Llangynnor by a junction with the Caermarthen and Cardigan Railway at or near the bridge which carries that railway over the River Towy.

To make, construct, provide and maintain all necessary wharfs and machinery at the termination of Railway No. 1, and in connection therewith, on the shore of Milford Haven, for the landing and shipping of minerals and goods, and from time to time to excavate, deepen and improve such part of the Haven fronting the said railway as may be necessary for securing access by vessels to the railway, and the works connected therewith.

The intended Act will also contain the following powers:—

To enable the Company to cross, alter, stop up and divert, temporarily or permanently, turnpike and other roads, highways, streams, watercourses, rivers, drains, sewers, railways, tramways and navigations within or adjoining the before mentioned parishes and places, or any of them, which it may be necessary to cross, stop up, alter or divert in executing the purposes of the intended Act.

To empower the Company to levy tolls, rates and duties for and in respect of the use of the said intended railways and works, or any or either of them; to alter existing tolls, rates and duties which the Company and the other after named Companies respectively are now authorised to levy upon and in respect of their respective railways, and to confer, vary and extinguish exemp-

tions from the payment of such tolls, rates and duties.

To enable the Company to purchase by compulsion or agreement lands, houses and other property for the purposes of the said railways and works, or any or either of them, and to vary and extinguish all existing rights and privileges in and over such lands, houses and other property, which would in any manner impede or interfere with such purposes or any of them, and to confer other rights and privileges.

To change the name of the Pembroke and Tenby Railway Company, and of their undertaking.

To authorise and give effect to contracts and arrangements between the Company and the Caermarthen and Cardigan Railway, the Manchester and Milford Railway, the Llanelly Railway and Dock, the Mid Wales Railway the Cambrian Railways, and the Central Wales Railway Companies, for or with reference to the maintenance, working and use of the railways and works of the Companies, parties to any such contracts and arrangements, the management, collection, and transmission and delivery of the traffic thereon, the supply and maintenance of stock and plant, the appointment of officers and servants, the fixing, collection, division, apportionment and appropriation of the tolls and other income arising from such traffic, and the contributions, tolls, or other sums payable, and allowances to be made by each or any of the contracting Companies, to the other or others of them, and the application thereof.

To empower the Company and the other before named Companies, for all or any of the purposes of the Act, and of any such contracts and arrangements, to apply their respective corporate funds; to enable the Company to raise further money by the creation of new shares or stock, either as part of their general capital, or as a separate capital, and to attach any guarantee, preference, or priority in payment of interest or dividend and other special privileges to their existing or future capital, and borrow further moneys on mortgage or otherwise, to vary and extinguish all rights and privileges which will interfere with the objects of the Act, or such contracts or arrangements, and to confer other rights and privileges.

The said intended Act will incorporate all or some of the provisions of the "Companies Clauses Consolidation Act, 1845;" the "Companies Clauses Act, 1863;" the "Lands Clauses Consolidation Act, 1845;" the "Lands Clauses Consolidation Acts Amendment Act, 1860;" the "Railways Clauses Consolidation Act, 1845;" the "Harbours, Docks, and Piers Clauses Act, 1847;" and the "Railways Clauses Act, 1863."

And it is proposed by the said intended Act to authorize the Company to lease to the Cambrian Railway Company or the Manchester and Milford Railway Company, or the Llanelly Railway and Dock Company, or to any contractors or other person or persons for such term or terms of years, and subject to such terms and conditions in regard to the determination of such lease, and otherwise as shall be agreed upon, or provided by the said Act, the undertaking of the Company, and all the estates, rights, titles, interests, works, and conveniences, and the messuages, lands, tenements, hereditaments, and premises belonging or appertaining thereto, or connected therewith, and all the powers and privileges at present vested or which shall be vested in the Company by the said intended Act, and to grant to the lessee or lessees all necessary powers for accepting the lease or leases, and to enable the

lessee and lessees to exercise the powers vested or to be vested in them, and to levy and receive tolls, rates, and dues, and to transfer to such lessee and lessees during the continuance of the lease, all other rights, powers, privileges, duties, liabilities, and obligations, of the Company, relating to their undertaking and to release the Company from such duties, obligations, and liabilities, and to confer upon the lessee or lessees, the benefit of all or any of the contracts entered into by the Company.

The Act will, so far as may be necessary, for all or any of the purposes thereof, alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the "Pembroke and Tenby Railway Act, 1859;" the "Pembroke and Tenby Railway Extension Act, 1864;" and of the several Acts relating to the Cambrian Railways, the Manchester and Milford Railway, the Caermarthen and Cardigan Railway, the Mid-Wales Railway, and the Llanelly Railway and Dock Companies respectively.

Plans and sections of the intended railways and works and of the lands proposed to be taken for the purposes of the Act, with a book of reference to such plans and a published map with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1865, be deposited for public inspection with the Clerk of the Peace for the county of Caermarthen, at his office, at Llandoverly, and with the Clerk of the Peace for the county of Pembroke, at his office at Haverfordwest, and, on or before the same day, a copy of so much of the said plans, sections, and books of reference as relate to each parish or extra-parochial place in or through which the said intended railways and works are intended to be made, or in which any lands proposed to be taken are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and where there is no parish clerk, with the incumbent of such parish, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining at his residence.

Printed copies of the intended Act will be deposited at the Private Bill Office of the House of Commons on or before the 23rd day of December, 1865.

Dated this 10th day of November, 1865.

William Davies, Haverfordwest, Solicitor to the Company.

William Bell, 26, Duke-street, Westminster, Parliamentary Agent.

In Parliament—Session 1866.

Sedbergh and Hawes Railway.

(Incorporation of Company; Power to make Railways from Sedbergh to Hawes; Compulsory Purchase of Lands; Tolls; Power to the London and North Western, the Midland, and the North Eastern Railway Companies to Subscribe; Traffic Arrangements; Running Powers over part of London and North Western Railway and Use of Station; Amendment of Acts; and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill and to pass an Act to incorporate a Company and to enable them to make and maintain the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and con-

venient or incidental works, stations, approaches, bridges, roads, or communications, viz. :—

A Railway (No. 1) commencing in the township and parish of Sedbergh, in the West Riding of the county of York, by a junction with the Lancaster and Carlisle and Ingleton branch of the London and North Western Railway at a point 252 yards or thereabouts from the booking-office of the Sedbergh station, measured in a southerly direction along the centre of the said railway, and terminating in the township of Hawes and parish of Aysgarth, in the North Riding of the county of York, by a junction with the line authorised by the Hawes and Melmerby Railway Act, 1865, at its commencement in the township of Hawes, in the parish of Aysgarth, in the North Riding of the county of York, in a field belonging to Thomas Metcalfe and others, and numbered 103 on the plans referred to in that Act deposited with the Clerk of the Peace for the North Riding of the county of York, in respect of that railway, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say :—Sedbergh and Garsdale, in the West Riding of the county of York, Aysgarth, Hawes and High Abbotside, in the North Riding of the county of York.

A Railway (No. 2) wholly in the parish of Sedbergh, commencing by a junction with the Lancaster and Carlisle and Ingleton branch of the London and North Western Railway at a point 100 yards or thereabouts, measured in a northerly direction along that railway from the centre of the viaduct carrying the said railway over the river Rawthey, and terminating by a junction with the hereinbefore described Railway No. 1 in a field belonging to and in the occupation of James Buck Wilson, Esq., at a point 1,015 yards or thereabouts measured in a south-easterly direction from the booking-office of the Sedbergh station, and 125 yards or thereabouts south of a building known as Birks Mill.

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

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial and other places, or any of them, as it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railways and works, or any of them. To purchase by compulsion, or otherwise, any lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, or any of them.

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

To authorise the London and North Western Railway Company, the Midland Railway Company, and the North Eastern Railway Company, or either of them, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in and subscribe for or towards the making,

maintaining, working, and using the said intended railways and works, or any part thereof, and to raise money by mortgage of any part of their undertakings, for the purposes aforesaid, or any of them, and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act, to enable such Company so subscribing to guarantee the payment of interest or dividend upon the whole or any portion of the capital of the Company, and to exercise certain rights and privileges with reference to the intended Company as to the appointment of directors, or otherwise, as may be prescribed by the said intended Act.

To provide for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over, all or any part of the intended railways of the Company, or to, from, or over the railways of the London and North Western Railway Company and the Hawes and Melmerby Railway Company or either of them, and for ensuring all requisite or desirable facilities for those purposes, and, in default of agreement, for referring to the Board of Trade or to arbitration the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities are to be afforded and effected and, so far as may be necessary, for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies, or either of them, are now authorised to take and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the last mentioned Companies and the North Eastern Company, or either of them, to enter into agreements for an interchange of traffic and for working, maintaining, managing, and using the intended railways and works of the Company, or any or either of them, the supply of any rolling stock and of officers and servants for the conduct of the traffic, the payments to be made, and the conditions to be performed with respect to the matters aforesaid, and the fixing and division between the Companies of the receipts arising from such traffic.

To authorise the Company, their officers and servants, to run over, work, and use with their engines and carriages, and for the purposes of their traffic, so much of the Lancaster and Carlisle and Ingleton branch of the London and North Western Railway as lies between the point of junction with it of the hereinbefore described Railway No. 1 and Sedbergh station, and also to use the Sedbergh station of the London and North Western Railway Company and the booking-offices, sidings, works, and conveniences of that station, upon such terms and under such payments, and upon such conditions as shall be mutually agreed upon, or in case of dispute, or in default of agreement, shall be determined by the Board of Trade.

To alter, amend, extend and enlarge, and if need be to repeal the powers and provisions of the following Acts relating to the North-Eastern Railway Company, viz.: 6 William 4, cap. 81; 1 Vic. cap. 68; 4 Vic. cap. 7; 5 Vic. session 2, cap. 80; 6 Vic. cap. 8; 7 Vic. caps. 21 and 27; 7 and 8 Vic. cap. 61; 8 and 9 Vic. caps. 84, 57, 58, 84, 92, 104, and 163; 9 Vic. caps. 58, 59, 65, and 66; 9 and 10 Vic. caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264 and 330; 10 and 11 Vic. caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vic. caps.

24, 55, 56, 57, 68, 71 and 81; 12 and 13 Vic. caps. 27, 58, and 60; 13 and 14 Vic. caps. 38 and 53; 14 Vic. cap. 39; 14 and 15 Vic. caps. 47, 84, and 85; 15 Vic. caps. 36, 37, 57, 96, and 114; 15 and 16 Vic. cap. 127; 16 and 17 Vic. caps. 109, and 136; 17 Vic. cap. 73; 17 and 18 Vic. caps. 164 and 211; 20 and 21 Vic. caps. 19, 33, and 46; 21 and 22 Vic. cap. 134; 22 and 23 Vic. caps. 10, 91, and 100; 24 and 25 Vic. caps. 135 and 141; 25 and 26 Vic. caps. 85, 120, 145, 146, and 154; 26 and 27 Vic. caps. 122, 221, and 238; 27 and 28 Vic. caps. 20, 49, 55, and 67, and 28 and 29 Vic. caps. 61, 111, 251, 363, and 368. The following Acts relating to the Midland Railway Company, viz., 7 and 8 Vic. caps. 18 and 59; 8 and 9 Vic. caps. 38, 49, 56, 90, and 181; 9 and 10 Vic. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic. caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic. caps. 21, 88, and 131; 14 and 15 Vic. caps. 57, 88, and 113; 16 Vic. cap. 33; 16 and 17 Vic. cap. 108; 19 and 20 Vic. cap. 54; 22 and 23 Vic. caps. 40, 130, and 136; 23 and 24 Vic. caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic. caps. 57, 106, and 139; 25 and 26 Vic. caps. 81, 90, 91, and 173; 26 and 27 Vic. caps. 74, 82, 182, and 183; 27 and 28 Vic. caps. 164, 230, 231, and 245; and 28 and 29 Vic. caps. 98, 178, 335, and 359. The following Acts relating to the London and North-Western Railway Company, viz., 1 William 4, cap. 51; 2 and 3 Vic. cap. 69; 8 and 9, Vic. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic. cap. 67; 9 and 10 Vic. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic. caps. 58, 60, and 130; 12 and 13 Vic. cap. 74; 13 and 14 Vic. cap. 36; 14 Vic. cap. 28; 14 and 15 Vic. cap. 94; 15 Vic. caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic. caps. 201, and 204; 18 and 19 Vic. caps. 172 and 194; 19 and 20 Vic. caps. 52, 69, and 123; 20 and 21 Vic. caps. 64, 98, and 108; 21 and 22 Vic. caps. 130 and 131; 22 and 23 Vic. caps. 1, 2, 5, 83, 113, 124, 126, and 134; 23 and 24 Vic. caps. 77, 79, and 111; 24 and 25 Vic. caps. 28, 44, 60, 66, 110, 111, 123, 128, 130, 134, 208, 219, and 223; 25 and 26 Vic. caps. 55, 66, 86, 98, 104, 198, 208, and 209; 26 and 27 Vic. caps. 5, 77, 79, 103, 108, 110, 177, and 217; 27 and 28 Vic. caps. 62, 194, 196, 200, 220, 226, 263, 288, 296, and 309; 28 and 29 Vic. caps. 316, 333, and 334, and the Hawes and Melmerby Railway Act, 1865, or any other Acts relating to those Companies, or any of them.

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

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

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

Dated this 14th day of November, 1865.

W. H. Shaw, 3, Delahay-street, Westminster, Solicitor.

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

South Staffordshire Waterworks

(New Works and Extensions; Extension of Limits of Supply; Amalgamation of the Burton-upon-Trent Waterworks; Powers with respect to the Wolverhampton New Waterworks Company; Increase of Capital and Borrowing Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that the South Staffordshire Waterworks Company (hereinafter called "the Company"), intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the purposes following, or some of them, and to enable them to execute all or some of the following works, or some part or parts thereof respectively (that is to say):—

No. 1.—To make and maintain a reservoir in the township of Horninglow in that part of the parish of Burton-upon-Trent which lies in the county of Stafford, such reservoir being intended to be situate at or near to a place called or known by the name of Outwoods, and in or near to a close of arable land in the said township, belonging to the Marquess of Anglesey, in the occupation of Henry James Meakin.

No. 2.—To make and maintain an aqueduct commencing from, and out of, and on the south-western side of the said last mentioned intended reservoir and terminating in the township of Branstone, in the said parish of Burton-upon-Trent, by a junction with the present pumping main (late of the Burton-upon-Trent Waterworks Company, and now of the South Staffordshire Waterworks Company) in the turnpike road leading from Lichfield to Burton-upon-Trent, and at a point in such road 300 yards, or thereabouts, south west from the toll gate on the said Turnpike road at Branstone aforesaid.

No. 3.—To maintain the reservoir and pumping station already constructed by the Company at or near Coneygre, in the parish of Tipton, in the county of Stafford, on lands there acquired by the Company by purchase from The Right Honourable William Earl of Dudley and the trustees acting under the will of John William Earl of Dudley, deceased, such reservoir being known as the Coneygre Reservoir.

No. 4.—To enlarge the reservoir now belonging to the Company situate in the vill or township of Woodsetton in the parish of Sedgley, in the county of Stafford, at or near a place called Shavers End, and known as the Shavers End Reservoir.

In connection with such new reservoirs, aqueduct, and other works, to make and maintain such approaches, roads, shafts, wells, cuts, filtering beds, settling ponds, sewers, drains,

tunnels, headings, embankments, engines, and other works and conveniences as may be found proper or expedient.

Which said reservoirs, aqueduct, and other works before mentioned and also the lands and houses to be taken compulsorily are or will be situated in, and pass from, in, through, and into the several parishes, townships, and extra-parochial places of Burton-upon-Trent, Burton, Burton Extra, Branstone, Stretton, Horninglow, Tipton, Woodsetton, and Sedgley, in the county of Stafford, and Saint Chad, Lichfield (otherwise Stowe), and the Close in the city and county of the city of Lichfield, or some of them.

And it is also intended to apply for the following powers, or some of them, that is to say:—

To purchase by compulsion lands, houses, rights of water, and other property for the purposes of the said intended Bill, and to alter, stop up, or divert the line or level of any turnpike road, public carriage road, and highway, stream or watercourse which it may be necessary to stop up, divert, or alter, for the purposes of the aforesaid works, within the parishes, townships, and extra-parochial places aforesaid, and also to vary and extinguish any existing rights and privileges which would in any way impede or interfere with the construction of the said works or the obtaining of supplies of water, and to alter rates or rents for the supply of water granted by the Acts relating to the Company, and to confer, vary, and extinguish exemptions from payment of rates, and to authorize the Company to hold and purchase by agreement other lands, springs, and streams.

To authorize the compulsory purchase of lands and houses in, adjoining, and near to and on the western side of Beacon Street, in the parish of Saint Chad, otherwise Stowe, in the city and county of the city of Lichfield, part of which lands is now in the occupation of the Company, and other parts of which said lands and houses adjoin and are near to the part so occupied, and also certain other lands in the said parish of Saint Chad, otherwise Stowe, in the said city, adjoining and lying on the west side of a certain public highway there called or known by the name of Wheel Lane, and in and upon such lands or upon any land to be acquired by the Company to erect, make, maintain, and use pumping stations or a pumping station, engines, shafts, wells, adits, boreholes, and other works for obtaining supplies of water, and to appropriate and use such lands or any part thereof for any of the purposes of the Company, or any purpose authorized by "The Waterworks Clauses Act, 1847."

To extend and enlarge the powers of the Company in relation to service pipes and other works laid and made at the request of consumers, and for obtaining payment for such pipes and works.

To incorporate with the said Bill "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Waterworks Clauses Acts, 1847 and 1863;" and "The Companies Clauses Consolidation Act, 1845;" and "The Companies Clauses Act, 1863;" or some part or parts thereof respectively.

To enable the Company to supply with water the several boroughs, parishes, townships and places following, or any of them, that is to say:—the townships of Stapenhill and Winshill, in that part of the parish of Burton-upon-Trent which lies in the county of Derby; the parishes of Stapenhill, Newton Solney, Hartshornie, Church Gresley, Repton and Willington in the

same county, and the several townships and places in such last-named parishes respectively; so much of the borough of Tamworth, and the several townships, liberties, and places in the parish of Tamworth, as lies in the county of Stafford; the parishes and places of Rushall, Whittington, Shenstone, Aldridge, Hints, Weeford, and the hamlet of Amblecote, in the said last-named county; so much of the borough of Tamworth, and the several townships, liberties, and places in the parish of Tamworth, as lies in the county of Warwick; the parish of Sutton Coldfield, in the said last-named county; the parishes of Oldswinsford, and Halesowen, in the county of Worcester; and the several townships, hamlets and places in such last-named parishes respectively; in addition to the several parishes and places authorized to be supplied by the said "South Staffordshire Waterworks Act, 1853," and "The South Staffordshire Waterworks Amendment Acts, 1857 and 1864," and "The Burton-upon-Trent Water Act, 1861," and for that purpose to break up the streets and roads, and lays pipes, and to levy and receive rates or rents, and make contracts for the supply of water.

To confirm the purchase made by the Company of the undertaking of the Burton-upon-Trent Waterworks Company, and to unite and consolidate such undertaking with the undertaking of the Company, so that the capitals of the respective Companies and the works and water supply connected with the respective undertakings may be amalgamated and consolidated, and made available for both undertakings, as one undertaking, and so that the undertaking, property, estate, and effects, rights, powers, and privileges, liabilities, and obligations of what nature and kind soever of the Burton-upon-Trent Waterworks Company may be vested in, and attached to, and exercised by the Company, under the name of the Company, and as part of their existing undertaking.

To authorize the purchase by the Company of the undertaking of the Wolverhampton New Waterworks, Company, and all or any part or parts of the lands, streams of water, springs, buildings, engines, machinery, property, plant, rights, powers, privileges, and easements connected therewith, on such terms as may be agreed upon, and to authorize such last named Company to sell the same accordingly, and upon any such sale to authorize the Company to exercise and enjoy all the rights and powers of the Wolverhampton New Waterworks Company, and to raise further capital by shares or mortgage, and to apply their existing or authorized capital for the purposes of such purchase, or to authorize the Company to take, and the Wolverhampton New Waterworks Company to grant a lease of the undertaking of such last named Company, or any part or parts thereof, for such time and on such terms as may be agreed upon.

To enable the Company and the Wolverhampton New Waterworks Company, to amalgamate their respective undertakings upon such terms as may be agreed upon.

To authorize the Company to increase their share capital and to raise further money for the general purposes of their undertaking, by the creation of new shares, or debenture stock, and by the exercise of a further power of borrowing on bond or mortgage, or by such other means as Parliament shall authorize, and to attach to all or some of such shares or stock a preference or priority of dividend over the existing shares and stock of the said Company, or a guarantee of interest, (without prejudice however to existing pre-

ference shares or guarantees,) on such terms and conditions as the Company may determine.

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 preference thereto.

To alter, amend, and enlarge the powers of "The South Staffordshire Waterworks Act, 1853," "The South Staffordshire Waterworks Amendment Acts, 1857 and 1864," "The Burton-upon-Trent Water Act, 1861," "The Wolverhampton Waterworks Acts 8 and 9 Vic., cap. 135, 13 and 14 Vic., cap. 74, 18 and 19 Vic., cap. 151," "The Wolverhampton Waterworks Transfer Act, 1856," and any other Act or Acts relating to The South Staffordshire, The Burton-upon-Trent, and The Wolverhampton New Waterworks, Companies, or any one or more of them, or to repeal the said Acts, or one or more of them, and grant other and more effectual powers instead thereof.

Duplicate plans and sections, showing the line and levels of the proposed new works, and describing the lands, houses, and property, to be taken for the purposes thereof, or of the intended Bill, and plans describing the other lands, in respect of which compulsory powers of purchase will be sought, together with a book of reference to such plans, containing the names of the owners; or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses respectively, and also a copy of this Notice as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace of the county of Stafford, at his office at Stafford, and with the Clerk of the Peace for the city and county of the city of Lichfield, at his office in Lichfield; and on or before the said thirtieth day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, or extra-parochial places in or through which the said intended reservoirs, aqueduct, alterations, and works are intended to be made, or to be situate, or in which any lands and houses are situate, in respect of which, compulsory powers of purchase are sought, together with a copy of the Gazette Notice will be deposited as follows,— in the case of parishes, with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place then with the parish clerk of some parish adjoining thereto, at his residence.

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

Dated this tenth day of November, 1865.

Henry M. Wainwright, Dudley, Solicitor for the Bill.

Caledonian Railway.

Greenock and Gourock Extensions.

(Construction of Railways to Albert Harbour at Greenock, and to Gourock, and of Pier at Gourock; Arrangements with Greenock Harbour Trustees; Acquisition of Gourock Harbour; Dissolution of Gourock Harbour Company; Repeal 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, (hereinafter called "the Company") to make and maintain the following railways and pier or

quay, or some one or more of them, or some part thereof, and all proper works and conveniences connected therewith respectively, that is to say, *First*, A railway (hereinafter called "Line No. 1") commencing by a junction with that portion of the Company's undertaking called the Glasgow Paisley and Greenock Railway, at or near a point about five chains south-eastward from where that railway crosses Bogle-street in the town of Greenock, and terminating in the Firth of Clyde at or near a point about nine chains northward from the northern end of Fox-street in the town of Greenock; which proposed Line No. 1, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the following places, or some of them, viz., the parish of Greenock, the east parish of Greenock, the new or mid parish of Greenock, the west parish of Greenock, and the town of Greenock, all in the county of Renfrew, and the Firth of Clyde in or *ex adverso* of those parishes: *Secondly*, A railway (hereinafter called "Line No. 2") commencing by a junction with Line No. 1 at or near a point about two chains southward from the junction of Robertson-street and Brisbane-street in the town of Greenock, and terminating at or near the present waiting-room at Gourcock pier; which proposed Line No. 2, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the following places, or some of them, viz., the parish of Greenock, the west parish of Greenock, the parish of Inverkip, the town of Greenock, and the burgh or village of Gourcock, all in the county of Renfrew; and the Firth of Clyde in or *ex adverso* of those parishes: *Thirdly*, A railway (hereinafter called "Line No. 3") commencing by a junction with Line No. 1, at or near a point about five chains southward from the point of intersection of Brougham-street and Forsyth-street, in the town of Greenock, and terminating at or near the northern corner of the basin or dock in course of construction, called the West or Albert Harbour of Greenock; which proposed Line No. 3, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the following places, or some of them, viz., the parish of Greenock, the west parish of Greenock, and the town of Greenock, in the county of Renfrew, and the Firth of Clyde, in or *ex adverso* of the said parishes: *Fourthly*, A pier or quay, with landing-stages, rails, and other conveniences, commencing at or near a point about three chains northward from the junction of King-street with Shore-street, in the burgh or village of Gourcock, and terminating in the Firth of Clyde at or near a point about one and a-half chains southward from the southern end of Gourcock Pier; which proposed pier or quay, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parish of Inverkip, and the burgh or village of Gourcock, in the county of Renfrew, and the Firth of Clyde, in or *ex adverso* of the said parish.

And notice is further given, that duplicate plans and sections, describing the lines, situation and levels of the said proposed railways, and pier or quay, and the lands, houses, and other property through which the same are intended to be made, and within the limits of

deviation as defined on the said plans, and which may be required to be taken for the purposes of the said works, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and a published map with the lines of the proposed railways delineated thereon so as to show their general course and direction, and a copy of this Notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November instant, be deposited for public inspection in the offices at Paisley and Greenock respectively of the Principal Sheriff-Clerk of the county of Renfrew; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes before specified respectively, with a copy of this Notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session-clerk of each such parish, at the usual place of abode of such schoolmaster or session-clerk.

And notice is further given, that it is intended by the said Bill to empower the Company to deviate in the construction of the said proposed railways, and pier or quay, from the lines and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said proposed railways and pier or quay, or any of the works and conveniences connected therewith.

And it is further intended by the said Bill to empower the Company, and the trustees for the port and harbours of Greenock, to enter into arrangements and execute agreements with each other with respect to the construction, maintenance, and use of so much of the said proposed railways and works and conveniences connected therewith, as is intended to be situate on or connected with the existing or intended works and appurtenances of the said West or Albert Harbour of Greenock, and with respect to the construction, maintenance, and use of such last-mentioned works, and the accommodation of traffic thereat, and the interchange of traffic between the same and the said proposed railways, and other railways of the Company.

And it is further intended by the said Bill to empower the Gourcock Harbour Company to sell and convey their undertaking, including their lands, works, property, powers, rights, and privileges to the Company, and to empower the Company to acquire, hold, use, exercise, and enjoy the same, upon payment of such price or other consideration, and upon such other terms and conditions as may have been or may be agreed on, or as shall be provided by the said Bill; or to transfer to and vest in the Company by the said Bill the said undertaking including as aforesaid; as also to provide for the payment and fulfilment by the Company of the debts, liabilities, and obligations, or some of them, of the Gourcock Harbour Company, and to provide for the dissolution and winding up of that Company; as also to confer upon the Company all such rights and privileges, and powers of management and control in and over the said harbour,

the said proposed pier or quay, the works and conveniences connected therewith respectively, and the adjacent portions of the Firth of Clyde within the limits to be specified in the said Bill, as may be necessary for the regulation and police thereof, and for securing free access for vessels thereto; and to incorporate with the said Bill certain of the provisions of "The Harbours, Docks, and Piers Clauses Act, 1847."

And it is further intended by the said Bill to empower the Company to purchase, compulsorily and otherwise, the lands, houses, buildings, manufactories, and other property required for the several purposes aforesaid, or any parts thereof which may be required for such purposes, without being obliged to purchase the whole of any house, building, or manufactory; to convey passengers, goods and other traffic on the said proposed railways; to levy tolls, rates, duties and charges for the use of the said proposed railways and pier or quay and relative works, and the conveyance of such traffic; to continue or alter the existing tolls, rates, and duties leviable at the said harbour, to levy new tolls, rates and duties in respect thereof; to confer certain exemptions from the payment of such several tolls, rates, duties and charges; and to exercise all other usual and necessary powers.

And it is further intended by the said Bill to empower the Company, and the owners of and other parties interested in the lands, houses, and other property required for the several 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, or subject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect or be affected by the construction, maintenance or use of the said proposed railways, and pier or quay, and of the said harbour, and other 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 raise money for the purposes of the said proposed railways, pier or quay, and other works, and for the purpose of acquiring the said harbour and paying the debts and liabilities affecting the same, 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 creation and substitution of ordinary shares or stock to be created under the powers of the Bill or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond, or cash-credit; and to fund or issue debenture stock in lieu of the money so borrowed or authorized to be borrowed.

And it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, and rights, privileges, and exemptions which may in any manner impede or interfere with the objects aforesaid, or any of them; and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

And, for these and other purposes, it is in-

tended by the said Bill to amend "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty: as also to amend or repeal an Act passed in the fifth and sixth years of the reign of His late Majesty King William the Fourth, intituled "An Act for erecting and maintaining a Pier or Harbour at Gourrock in the county of Renfrew," and to re-enact some of the provisions thereof with such amendments as may be considered expedient; as also, so far as may be necessary for the purposes of the said Bill, to amend "The Clyde Navigation Consolidation Act, 1858," "The Greenock Police and Improvement Act, 1865," and the several Acts relating to the port and harbours of Greenock, viz. 13 George III, chapter 28; 29 George III, chapter 43; 41 George III, chapter 51; 43 George III, chapter 87; 50 George III, chapter 167; 57 George III, chapter 32; 5 Victoria, Session 2, chapter 54; and the public General Act 27 and 28 Victoria, chapter 93, confirming a provisional order relating to the said port and harbours; and the several Acts recited in the various Acts above specified and referred to.

And notice is 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 twenty-third day of December next.

Dated this first day of November, eighteen hundred and sixty-five.

Hope and Mackay, W.S., Edinburgh.

Keyden, Strang, and Keyden, Glasgow.

Grahames and Wardlaw, 30, Great George-street, Westminster.

Caledonian Railway.

Works at Dundee.

(Construction of Railway, Road or Esplanade and Embankment, and Station, at Dundee; Power to the Scottish North-Eastern Railway Company, and to the Magistrates and Town Council, Police Commissioners, and Harbour Trustees of Dundee, to contribute and to raise money; Arrangements with those Bodies; 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 (hereinafter called "the Company")—First, to make and maintain a railway, and all proper works and conveniences connected therewith, commencing by a junction with that portion of the Company's undertaking known as the Dundee and Perth and Aberdeen Junction Railway, at or near a point about half a furlong south-eastward from the house in the town of Dundee called "The Vine," the residence of George Duncan, Esquire, and terminating by a junction with that

portion of the undertaking of the Scottish North-Eastern Railway Company called the Dundee and Arbroath Railway, at or near the bridge over that railway about one and a quarter miles from the terminus thereof near Trades' Lane, in Dundee; Secondly, to make and maintain a road or esplanade and embankment, and all proper works and conveniences connected therewith, commencing at a point, in the town of Dundee, at or near the junction of Thomson-street with Magdalene-place, thence passing southward to Buckingham Point, commonly known as Magdalene-yard Point, thence passing in a curved line along the bed of the River or Firth of Tay to a point about three-quarters of a furlong southward from Craig Pier House, and thence passing northward to and terminating at South Union-street, in the town of Dundee, near Craig Pier House; Thirdly, to take and acquire for station purposes the lands and other heritages lying between the line of the said proposed road or esplanade and embankment, and the south side of that portion of the Company's undertaking known as the Dundee and Perth and Aberdeen Junction Railway, extending from Magdalene-yard Point aforesaid to South Union-street, and to make and maintain on the lands and other heritages so acquired, all necessary sidings, sheds, wharves, and other station works and conveniences; which proposed railway, and road or esplanade and embankment, and the lands, houses, and other heritages which may be taken for the purposes thereof, and for station purposes as aforesaid, will be and are situate in the following places, or some of them, viz.: the united parish of Liff, Logie, Benvie, and Invergowrie, the parish of Dundee, and the town and royal burgh of Dundee, all in the county of Forfar; and the Firth of Tay in or adjoining to the said parishes, town, and royal burgh, or some or one of them.

And notice is further given, that duplicate plans and sections, describing the lines, situation, and levels of the said proposed railway, and road or esplanade and embankment, and the lands, houses, and other property, through which the same are intended to be made, and within the limits of deviation as defined on the said plans, and which may be required to be taken for the purposes of the said works, and for station purposes 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 of such lands, houses, and other property, and a published map, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and a copy of this notice, as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the offices at Dundee and Forfar respectively of the principal Sheriff-Clerk of the county of Forfar; 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, and to the said royal burgh 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 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 Dundee.

And notice is further given, that it is intended by the said Bill to empower the Company to deviate in the construction of the said proposed railway, and road or esplanade and embankment,

from the lines and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, watercourses, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said proposed railway, road or esplanade and embankment, and station, or any of the works and conveniences connected therewith.

And it is further intended by the said Bill to empower the Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the several purposes aforesaid; to convey passengers, goods, and other traffic on the said proposed railway; to levy tolls, rates, and charges for the use of the said proposed railway and station, 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, and the owners of and other parties interested in the lands, houses, and other property required for the several 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, or 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 railway, road, or esplanade and embankment, station, and other 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 raise money for the purposes of the said proposed railway, road, or esplanade and embankment, station, and other works, 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 creation and substitution of ordinary shares or stock, to be created under the powers of the Bill or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond or cash credit; and to fund or issue debenture stock in lieu of the money so borrowed, or authorized to be borrowed.

And it is further intended by the said Bill to empower the Scottish North Eastern Railway Company to subscribe and contribute towards the expense of making and maintaining the said proposed railway and relative works, and to become joint owners thereof, or otherwise interested therein; and to apply to that purpose their existing or authorized share or loan capital or other funds, or to raise additional capital by the creation of shares or stock, ordinary or preferential, or by borrowing on mortgage, or by the issue of debenture stock; and to empower the said

Company and the Company to enter into and execute agreements with respect to these purposes, and to the maintenance, working, and use of the said proposed railway, and other matters connected therewith.

And it is further intended by the said Bill to empower the magistrates and Town Council of Dundee, the Commissioners of Police of Dundee, and the trustees of the harbour of Dundee respectively, to subscribe and contribute towards the expense of making and maintaining the said proposed road or esplanade and embankment and relative works; and to apply to that purpose any funds now belonging to or authorized to be raised by those bodies respectively, or to empower the said magistrates and Town Council and Commissioners of Police respectively to raise additional funds by borrowing or by assessment upon the owners and occupiers of lands and heritages within the royal burgh and extended royalty of Dundee, and to empower the trustees of the said harbour to raise additional funds by borrowing; as also to empower the said magistrates and Town Council, Commissioners of Police, and harbour trustees respectively and the Company to enter into and execute agreements with each other with respect to these purposes, and to the construction, maintenance, and use of the said proposed road or esplanade and embankment and relative works, and other matters connected therewith.

And it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, and rights, privileges, and exemptions, which may in any manner impede or interfere with the objects aforesaid, or any of them; and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects or in relation thereto.

And for these and other purposes it is intended by the said Bill to amend "The Caledonian Railway Act, 1845," and the several Acts relating to the Caledonian Railway Company and to 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 22d, the 22d and 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, and the 28th and 29th years of the reign of Her present Majesty; as also "The Scottish North-Eastern Railway Company's Act, 1856," and the following Acts relating to the Scottish North-Eastern Railway Company, and to the undertakings belonging to and held in lease by that Company, viz.:—6 William IV, chapter 32; 6 and 7 William IV, chapters 32 and 34; 3 and 4 Victoria, chapter 14; 5 Victoria, session 2, chapter 83; 8 and 9 Victoria, chapters 153 and 170; 9 and 10 Victoria, chapters 75, 78, and 133; 10 and 11 Victoria, chapters 39 and 142; 11 and 12 Victoria, chapters 54, 67, 72, 129, and 154; 13 and 14 Victoria, chapter 78; 14 and 15 Victoria, chapter 63; 16 and 17 Victoria, chapters 82 and 101; 19 and 20 Victoria, chapters 134 and 136; 21 and 22 Victoria, chapter 43; 23 and 24 Victoria, chapter 142; 25 and 26 Victoria, chapters 64 and 79; 26 and 27 Victoria, chapter 231; 27 and 28 Victoria, chapters 82, 83, 111, 115, 173, and 189; 28 Victoria, chapter 83; and 28 and 29 Victoria, chapter 294; as also the following Acts relating to the town and royal burgh of Dundee and the magistrates and town council thereof, viz.:—20 George II, chapter 17; 16 George III, chapter 16; 42 George III, chapter 27; 51 George III, chapter 15; 5 George IV, chapter 109; 6 George

IV, chapter 183; 7 and 8 George IV, chapter 93; 1 and 2 William IV, chapter 46; 4 and 5 William IV, chapter 81; and 7 William IV, and 1 Victoria, chapters 59 and 109; as also the following Acts relating to the harbour of Dundee, viz.:—55 George III, chapter 97; 59 George III, chapter 103; 11 George IV, and 1 William IV, chapter 119; 6 and 7 William IV, chapter 61; 6 and 7 Victoria, chapter 83; and 19 Victoria, chapter 11; as also any other Acts, recited in any of the before-mentioned Acts or relating to or affecting the before-mentioned Companies, bodies, and undertakings, or any of them.

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

Dated this 9th day of November, 1865.

Shiell and Small, Dundee.

Grahames and Wardlaw, 30, Great George Street, Westminster.

Caledonian Railway (Kilsyth Branches.)

(Construction of Railway from Castlecary Branch of Caledonian Railway to Kilsyth, and of Railways from that proposed Railway to Dumbreck, and to the Denny Branch of the Scottish Central Railway—Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to empower the Caledonian Railway Company (hereinafter called "the Company"), to make and maintain the following railways, or some one or more of them, or some part thereof, and all proper works and conveniences connected therewith respectively; that is to say, 1st. A railway (hereinafter called "Line No. 1") commencing by a junction with that portion of the Company's undertaking called the Castlecary Branch of the Caledonian Railway, at or near a point in the parish of New Monkland and county of Lanark, about nineteen chains, measured along the said branch, north-eastward from the mile-post thereon indicating a distance of ninety-nine miles from Carlisle, and terminating at the town or village of Kilsyth, at or near a point in the parish of Kilsyth and county of Stirling, about seven chains southward from the parish church of Kilsyth, which proposed line No. 1 and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of New Monkland in the county of Lanark, and the parishes of Kirkintilloch and Cumbernauld, in the county of Dumbarton and the parish of Kilsyth, in the county of Stirling. 2ndly. A railway (hereinafter called "Line No. 2"), commencing by a junction with line No. 1, at or near a point in the parish of Kilsyth and county of Stirling, about five chains north-westward from the north-western corner of the burial ground of the parish of Kilsyth, near the Manse of that parish, and terminating at or near a point in the same parish and county, about fourteen chains north-eastward from the Farm Steading of Dumbreck, which proposed line No. 2 and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Kilsyth, in the county of Stirling. 3rdly. A railway (hereinafter called "Line No. 3") commencing by a junction with line No. 1, at or near a point in the parish of Kilsyth and county of Stirling, about four chains north-westward from the north-western corner of

the said burial ground, and terminating by a junction with that part of the Company's undertaking called the Denny Branch of the Scottish Central Railway, at or near a point in the parish of Dunipace and county of Stirling, about five and a half chains north-westward from the Farm Steading of Rouchimute, which proposed line No. 3, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parish of Cumbernauld, in the county of Dumbarton, and the parishes of Kilsyth, Denny, and Dunipace, in the county of Stirling.

And notice is further given, that duplicate plans and sections, describing the lines, situation and levels, of the said proposed railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said plans, and which may be required to be taken for the purposes of the said works, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, houses, and other property, and a published map with the lines of the proposed railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November instant, be deposited for public inspection in the offices at Airdrie, Hamilton, and Glasgow respectively of the principal Sheriff-Clerk of the county of Lanark; in the office at Dumbarton of the principal Sheriff-Clerk of the county of Dumbarton; and in the offices at Stirling and Falkirk respectively of the principal Sheriff-Clerk of the county of Stirling; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes before specified respectively, with a copy of this notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session-clerk of each such parish, at the usual place of abode of such schoolmaster or session-clerk.

And notice is further given, that it is intended by the said Bill to empower the Company to deviate in the construction of the said proposed railways, from the lines and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, watercourses, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said proposed railways, or any of the works and conveniences connected therewith.

And it is further intended by the said Bill to empower the Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the several purposes aforesaid; to convey passengers, goods and other traffic on the said proposed railways; to levy tolls, rates, and charges for the use of the said proposed 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, and the owners of, and other parties interested in the lands, houses, and other property required for the several 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, or subject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation or extinction of any duties, customs, or other payments, and rights and privileges which may affect or be affected by the construction, maintenance or use of the said proposed railways and other works; and 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 raise money for the purposes of the said proposed railways and other works, 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 creation and substitution of ordinary shares or stock to be created under the powers of the Bill or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond, or cash credit; and to fund or issue debenture stock in lieu of the money so borrowed or authorized to be borrowed.

And it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, and rights, privileges, and exemptions, which may in any manner impede or interfere with the objects aforesaid, or any of them; and to confer all rights, privileges and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

And, for these and other purposes, it is intended by the said Bill to amend "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to, and held in lease by them, passed in the sessions of Parliament, held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty, and the several Acts recited in the various Acts above specified and referred to.

And notice is 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 1st day of November, 1865.

Shiell and Small, Dundee.

Grahames and Wardlaw, 30, Great George Street, Westminster.

Swansea and Clydach Railway.

(Incorporation of Company; Construction of Railway; Laying Down of Narrow Gauge Rails on parts of Great Western Railway; Running Powers over portions of that Railway and Swansea and Neath Railway, and the Railways of the Swansea Harbour Trustees; Working Arrangements with and other Provisions affecting the Great Western and Vale of Neath Railway Companies, the Company of Proprietors of the Swansea Canal Navigation, and the Swansea Harbour Trustees; 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 incorporate a Company (hereinafter referred to as "the Company"), for the purpose of making and maintaining the railway hereinafter described, with all necessary and convenient stations, approaches, bridges, roads, sidings, communications, and other works, viz.:—

A railway commencing in the parish of St. John juxta Swansea, in the county of Glamorgan, by a junction with the sidings adjoining the Swansea Canal, known as the Hafod Sidings of the South Wales Railway of the Great Western Railway Company at a point thereon near to and to the northward of the northern end or side of the forge and timber yard in the occupation of R. and H. Martin, and terminating in the parish of Llangyfelach, in the said county of Glamorgan, in a field lying between the Swansea canal and the river Tawe, in the occupation of the executors of John Joce Strick, at a point 100 yards or thereabouts from and to the southward of the southern end of the aqueduct carrying the Swansea canal across the Clydach valley, 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:—St. John juxta Swansea, Llangyfelach, Clydach, Rhynddwy Clydach, Llansamlet, Landore and Morriston, all in the said county of Glamorgan.

To deviate laterally from the line of the intended railway and works to any extent within the limits of deviation shown on the plans to be deposited as hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, stop up, alter, or divert, either temporarily or permanently, all such turnpike roads, parish roads, streets and other highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads within the parishes aforesaid, or any of them, as it may be necessary to cross, stop up, alter or divert; for the purposes of the intended railway and works, or of the Bill.

To purchase by compulsion and also by agreement, lands, houses, tenements, and hereditaments, for the purposes of the intended railway and works and of the Bill, and to enable the Company to purchase, and take, and to require all parties interested to sell and convey to the Company such part only of any house, or other building, or manufactory, as may be required for the purposes of the Bill, and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, tenements, and hereditaments.

To levy tolls, rates, and charges 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 charges which those other companies respectively are now authorised to take, and to confer exemptions from the payment of such tolls, rates and charges.

To enable the Company to lay down upon the Hafod sidings of the South Wales Railway of the Great Western Railway Company, and upon so much of the South Wales Railway as lies to the southward of the point of commencement of the intended railway, or upon some part or parts of those sidings and portions of railway, additional rails, so as to adapt the same to the passage thereon of engines and carriages on the narrow gauge, and the Bill will provide for the ownership, control, maintenance, repair, user, working, signalling, and management of such additional rails.

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 traffic of every description, the Hafod sidings and the portion of the South Wales Railway above-mentioned, and also the several railways of the Swansea Harbour Trustees, and so much of the Swansea and Neath Railway of the Vale of Neath Railway Company as lies to the westward of the coal depot situate on the east side of the New Cut at Swansea, together with that depot and the stations, roads, platforms, booking and other offices, warehouses, sheds, standing room for engines, water, water engines, junctions, sidings, machinery, works and conveniences of or connected with the said sidings, railways, and portions of railway respectively.

And it is also intended by the said Bill to empower the Great Western Railway Company and the Vale of Neath Railway Company, the Company of Proprietors of the Swansea Canal Navigation, and the Swansea Harbour Trustees, 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, canals, and works of the other or others of them, or any part thereof, and with reference to the regulation, management, collection, transmission, and delivery 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 to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

And the Bill will vary or extinguish all rights and privileges inconsistent with its objects, and will confer other rights and privileges.

And it is also intended, so far as may be necessary or desirable for any of the purposes of the Bill, to amend the provisions of the several Acts of Parliament following, or some of them, that is to say:—5 and 6 Wm. 4, 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 168; 26 and 27 Vic., caps. 118; 151; and 198; 27 and 28 Vic., caps. 176 and 306; and 28 and 29 Vic., caps. 299 and 367, relating to the Great Western Railway Company; 34 Geo. 3, cap. 109, relating to the Company of Proprietors of the Swansea Canal Navigation; 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; 26 and 27 Vic., cap. 120; and 28 and 29 Vic., cap. 316, relating to the Vale of Neath Railway Company; the Swansea Harbour Act, 1854; the Swansea Harbour Act, 1857; the Swansea Harbour Act, 1859; the Swansea Harbour Act, 1860; the Swansea Harbour Act, 1861; and the Swansea Harbour Act, 1862, relating to the Swansea Harbour trustees.

And notice is hereby further given, that on or before the 30th day of November, 1865, plans and sections of the intended railway and works, together with a book of reference to such plans, a published map with the line of the intended railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, 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 and works will be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence; and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 13th day of November, 1865.

Bircham, Dalrymple, Drake, and Bircham,
46, Parliament Street, Westminster, J.
Rolley Tripp, Swansea,
Solicitors for the Bill.

Stourbridge Railway.

Valley of the Stour Extension.

(Railways from Stourbridge to Amblecote, from Amblecote to Cookley, and from Cookley to Severn Valley Railway at Bewdley—Branch Line from authorised Main Line of Stourbridge Extension Railway to works of Messieurs Chance Brothers and Company, at Spon-lane—Loop Line to connect the authorised "Branch Railway to Stourbridge" with the Great Western Railway—Additional Lands at Stourbridge Great Western Station—Power to abandon part of authorised Branch Railway to Stourbridge—Agreements with and Powers of Contribution to Great Western Railway Company, and London and North-Western Railway Company—Use of Great Western Railway Company's Station at Stourbridge, and Power to run over part of Great Western Railway at Stourbridge; also to use Great Western Railway Company's goods station and part of inclined plane at Amblecote—Use of Severn Valley Railway Company's Station at Bewdley, and Power to run over part of Severn Valley Railway at Bewdley; also over Tenbury and Bewdley Railway, and Tenbury Railway, and use of Woofferton Station—Transfer of Undertakings of Stourbridge Railway Company to Great Western Railway Company—Power to Divert Public Footpaths crossing Company's Property at Stourbridge and Lower Swinford, and also a Public Footpath in Township of Stourbridge—Tolls—Additional Share and Loan Capital—Arrangements as to Capital—Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the
No. 23040. R

ensuing session, by the Stourbridge Railway Company, hereinafter called "the Company," for leave to bring in a Bill for the following purposes or some of them, that is to say:—

To enable the Company to make and maintain all or any of the following railways, with all proper stations, approaches, sidings, junctions, and other works and conveniences connected therewith respectively, that is to say:—

1. A railway (No. 1) commencing in the township of Stourbridge, in the parish of Oldswinford, in the county of Worcester, by a junction there with the line of "The Branch Railway to Stourbridge," as authorised to be made by "The Stourbridge Railway Act, 1865," at, in, or near a certain orchard or garden ground in the township of Stourbridge, - numbered 35 in the parish of Oldswinford, in the county of Worcester, on the deposited plans referred to in the 18th section of "The Stourbridge Railway Act, 1865," at or near a point on the centre line of the said authorised branch railway to Stourbridge, one hundred and ten yards from the termination of the said authorised branch railway, as shown on the said deposited plans, and terminating in the hamlet of Amblecote, in that part of the parish of Oldswinford which lies in the county of Stafford, on the south side of and adjoining the inclined plane belonging to the Great Western Railway Company, running from and out of the Great Western Railway, in the said hamlet of Amblecote, to the works of Messrs. John Bradley and Co., in the said hamlet, at a point about 300 yards from the turnpike road leading from Stourbridge to or towards Wolverhampton, which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, that is to say: Saint John the Evangelist, Oldswinford, and Stourbridge, all in the county of Worcester, and Oldswinford and Amblecote, in the county of Stafford.

2. A railway (No. 2) commencing in the said hamlet of Amblecote by a junction with the intended Railway No. 1, at or near its termination as before described, and terminating in or near a place called Cookley, in the parish of Wolverley, in the county of Worcester, in or near a field belonging to Sir John Sebright, and in the occupation of Catherine and Ellen Boucher, and which is bounded on three sides thereof by the River Stour, and is situate about one hundred and thirty yards from the house occupied by the said Catherine and Ellen Boucher, or one of them, which said intended Railway No. 2 will pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, that is to say: Oldswinford and Wollaston, in the county of Worcester, and Oldswinford, Amblecote, Wordsley, Kingswinford, Kinver, and Whittington, all in the county of Stafford, and Cornsall, Cookley, and Wolverley, all in the county of Worcester.

3. A Railway (No. 3) commencing in the said parish of Wolverley, by a junction with the intended railway No. 2, at or near its termination, as before described, and terminating in the parish of Kidderminster, by a junction with the Severn Valley Railway, at or near a point about eight hundred and eighty yards from the centre of the booking-office door of the Bewdley Station, measured along the centre line of the Severn Valley Railway, in the direction of Shrewsbury, and which said intended Railway No. 3, will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, viz.:—Cookley, Cornsall, Wolverley, Kidderminster, The Foreign Kidderminster, Frenche, The Lowe, High Habberley,

Low Habberley, The Lea, Hoarstone, and Wribbenhall, all in the county of Worcester.

4. A railway (No. 4) from and out of the main line of the extension railway, as authorised to be made by "The Stourbridge Railway Extension Act, 1861," commencing in the township of Smethwick, in the parish of Harborne, in the county of Stafford, at or near a certain field numbered 2, in the said parish of Harborne, on the deposited plans referred to in the 7th section of "The Stourbridge Railway Extension Act, 1861," at or near a point on the centre main line of the said authorised extension railway as in course of construction about seventy-seven yards on the south-east side of the brook which divides the county of Worcester from the county of Stafford, and the parish of Halesowen from the parish of Harborne, and terminating in the said township of Smethwick, in the said parish of Harborne, at, in, or near certain glass works belonging to and occupied by Messieurs Chance Brothers and Company, on the north-east side of the turnpike road leading from Birmingham to Oldbury, and which said Railway No. 4, for its entire length, will pass from, in, through, or into the township of Smethwick and parish of Harborne, in the county of Stafford.

5. A Railway (No. 5) from and out of the line of "The Branch Railway to Stourbridge," as authorised to be made by "The Stourbridge Railway Act, 1865," commencing in the township of Stourbridge, in the parish of Oldswinford, in the said county of Worcester, by a junction there with the said line of the said authorised branch railway, at, in, or near a certain field numbered 32, in the said parish of Oldswinford, in the county of Worcester, in the deposited plans referred to in the 18th section of the said Stourbridge Railway Act, 1865, at, or near a point on the centre line of the said authorised branch railway, one hundred and fifty yards from the authorised termination of the said line of the said authorised branch railway, as shown on the said deposited plans; and terminating in the said township of Stourbridge, and county of Worcester, by a junction there with the main line of the Great Western Railway, at, or near a point opposite the booking-office door of the Stourbridge passenger station of the Great Western Railway Company, and which said intended Railway No. 5 will pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, that is to say: Oldswinford, Upper Swinford, Lower Swinford, Hungary Hill, Stourbridge, and Saint John the Evangelist, all in the county of Worcester.

To enable the Company to construct a new or enlarged bridge over Halfpenny Hall-lane, in the township of Stourbridge, in the parish of Oldswinford, in the county of Worcester, on the east side of the Great Western Railway at that place, and to enlarge, if necessary, for such purpose the width of the bridge which now carries the Great Western Railway over the said Halfpenny Hall-lane, and to acquire compulsorily additional lands in the parish of Oldswinford, in the county of Worcester, for that purpose, and also for other purposes connected with the undertaking of the Company.

To enable the Company to abandon so much of the said authorised branch railway to Stourbridge as lies between the commencement thereof, in the township or hamlet of the Lye, in the parish of Oldswinford, in the county of Worcester, as shown on the said deposited plans of such authorised branch railway, and the point where the Railway No. 5 is intended to commence, as before described.

To enable the Company to stop up or divert a

portion of a public footpath, situate in the parish of Oldswinford, in the county of Worcester, which portion so to be stopped up or diverted commences at a point in Chawn Hill-lane, otherwise Brickkiln-lane, in the township or hamlet of Lower Swinford, in the said parish of Oldswinford, about two hundred and three yards south of "The Railway Inn," at Hungary Hill, in the said parish of Oldswinford, and terminates in the township or hamlet of Lower Swinford, at the corner of an iron or nail warehouse, at the south-western corner of the Great Western Railway Company's Goods Station-yard, at Stourbridge, belonging to and occupied by Eliza Tinsley; also to stop up or divert another footpath commencing in the township of Stourbridge near the same point in Chawn Hill-lane, otherwise Brickkiln-lane, as the before-mentioned footpath, and terminating in a certain lane, in the said township of Stourbridge, called Halfpenny Hall-lane.

To extinguish all rights of crossing by means of such footpaths the Company's land and Great Western Railway on the level.

To make a public footpath in lieu of the public footpaths so to be stopped up or diverted, commencing in the township of Stourbridge, at or near the same point in Chawn-hill-lane, or otherwise Brickkiln-lane, as the last-mentioned footpath intended to be stopped up, passing by means of a bridge or bridges over the Company's lands and the Great Western Railway, and proceeding thence to the Great Western Railway Company's approach to station and yard, and thence by two diverging lines, one terminating in the township or hamlet of Lower Swinford, in the said parish of Oldswinford, by a junction with the present footpath, in continuation of the first described footpath to be stopped up, and the other terminating in Half-penny Hall-lane, in the township of Stourbridge, at the junction with that lane of the approach to the Great Western Railway Station.

To stop up in the township of Stourbridge so much of the public footpath leading from the church of Saint John the Evangelist to the public footpath to the Stepping Stones at Stourbridge as runs between two orchards or gardens called Vauxhall Gardens, belonging to the devisees in trust of the late John Nock.

To enable the Company to purchase lands, houses, and buildings, by compulsion or otherwise, for the purposes of the said intended railways and works and other objects aforesaid, and to vary, repeat, or extinguish all existing rights and privileges in any manner connected therewith, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges.

To enable the Company to cross, stop up, alter, or divert all such turnpike and other roads, highways, footpaths, railways, tramways, aqueducts, canals, streams, watercourses, rivers, sewers, navigations, and bridges within or adjoining the parishes, townships, and extra-parochial or other places aforesaid, as it may be necessary to cross, stop up, alter, or divert for the purposes of the said intended railways and works, or other the objects of the said intended Bill.

To enable the Company to levy tolls, rates, and charges, in respect of the user of the said intended railways and works, and to grant exemptions from the payment of such tolls, rates, and charges, or any of them, and to alter existing tolls, rates, and charges.

To enable the Company to raise further sums of money for all or any of the purposes aforesaid; and also for the general purposes of their authorised undertakings, or the separate portions

thereof, by the creation and issue of new shares or stock, with or without a guaranteed or preferential dividend, or other rights or privileges attached thereto; and by borrowing on mortgage, bond, or debenture stock, or by any or all such means.

And also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them, or under the control of their directors, and to enable the Company to make special arrangements or agreements with all or any corporations, or parties contributing money towards the purposes of the said intended Bill, and to enable the Company, if they think fit, to raise all or any part of the additional share and loan capital required for the intended railways and works, or any of them, as a separate capital charged upon and applicable to such railways and works exclusively or otherwise.

To enable the Company to consolidate and regulate the existing or authorised shares or stock of the Company, and for such purpose to consolidate, regulate, and amend the existing provisions relating to the share capital and stock of the Company and borrowed money. And also to enable the Company to divide the new shares or stock into classes under such arrangement, and with such respective rights and privileges, as may be authorised by the said intended Act. And also to enable them to raise moneys by the creation of a debenture stock in lieu of borrowing or for paying off money borrowed.

To enable the Company and the Great Western Railway Company and the London and North Western Railway Company (hereinafter called "the two Companies"), or either of them, to enter into and carry into effect such contracts, arrangements, or agreements for or with reference to the construction, working, management, maintenance, and use by the two Companies, or either of them, of the intended railways and works and the existing railways of the Company, and of the two Companies, or either of them, and the supply and maintenance of engines, carriages, trucks, and waggons, and officers and servants for the same, the fixing, levying, collection, division, and apportionment of the tolls, rates, duties, charges, income, and profits received in respect of traffic on the railways of the Company and the two Companies, or either of them, the costs and expenses of such working, management, maintenance, and use, and the payments to be made for or in respect thereof.

To enable the two Companies, or either of them, to contribute funds and to subscribe towards the undertaking, and to take and hold shares in the capital of the Company, or in any capital to be raised for the purposes of the intended Bill, and to apply their existing capital and funds, for the time being, for those purposes, and to raise other capital for the purposes thereof, and either with or without a guaranteed or preferential dividend, or by loan, or by all or any of such means, or to guarantee shares in the capital or money borrowed by the Company.

To enable the Company and all corporations and persons lawfully using the said intended railways or the existing railways of the Company to use by agreement or on such tolls, terms, and conditions, and under such regulations as may be prescribed in the said intended Bill, or settled by arbitration under the provisions thereof, the Stourbridge stations of the Great Western Railway Company, and so much of the Great Western Railway as may be situate between the point of junction therewith of the said intended Railway No. 5, and the junction with the Great Western Railway of the Stourbridge Railway, authorised by the Stourbridge Railway Act, 1860, and the stations of the said Great Western Railway Company on the

main line thereof at Stourbridge, together with all sidings, watering places, and conveniences connected therewith; and also in like manner to use the Bewdley station of the Severn Valley Railway Company, on the Severn Valley Railway, and the lines of the said Severn Valley Railway between and near the proposed point of junction therewith of the before-mentioned intended Railway No. 3, and the point of junction of the Bewdley and Tenbury Railway with the said Severn Valley Railway, and also in like manner to use the goods station of the Great Western Railway Company, situate on the north side of or near to their inclined plane in the hamlet of Amblecote aforesaid, running from and out of their said main line in the said hamlet, to the works of Messieurs John Bradley and Company, situate in the said hamlet of Amblecote, and also the said inclined plane between that point and the said goods station, and also in like manner to run over and use the Tenbury and Bewdley Railway from its junction with the Severn Valley Railway to its junction with the Tenbury Railway, and also in like manner to run over and use the Tenbury Railway from the point of junction thereof with the Tenbury and Bewdley Railway to its junction with the Shrewsbury and Hereford Railway, and also in like manner to use the Woofferton station of the Shrewsbury and Hereford Railway Company, and to run over and use so much of the Shrewsbury and Hereford Railway as lies between the point of junction therewith of the Tenbury Railway and the said Woofferton station.

To exclude from the operation of the Bill the provisions of any general Acts which would require the Company to purchase the whole of any manufactory or works in case they take any part thereof.

To enable the Great Western Railway Company to lease the undertakings of the Company (whether existing, authorised, or proposed), or any of them, or any part thereof respectively, and to enable the Company to grant a lease of their undertakings, or any of them, or any part thereof respectively, to the Great Western Railway Company, and whether a lease shall have been granted or not, to enable the Great Western Railway Company to purchase the several undertakings of the Company, or any of them, or any part thereof, and to enable the Company to sell their several undertakings, or any of them, or any part thereof respectively to the Great Western Railway Company; and to enable the Company and the Great Western Railway Company to amalgamate or agree for the amalgamation of their respective undertakings into one undertaking, with such amalgamation or separation of capitals as may be agreed upon, and for any of those purposes to make provision with reference to the lease, sale, or transfer, and vesting in the Great Western Railway Company of the several undertakings of the Company, or any of them, or any part thereof, and to enable the Company and the Great Western Railway Company to enter into agreements or arrangements with respect thereto; and to confirm any agreement entered into prior to the passing of the said intended Bill; and to confer on the Great Western Railway Company all, or any, of the powers, whether with reference to the levying of tolls, rates, and charges, or otherwise vested in the Company, and if need be to dissolve the Company.

And so far as may be necessary for all or any of the above purposes, to alter, amend, and enlarge the powers and provisions of "The Stourbridge Railway Act, 1860," "The Stourbridge Railway Extension Act, 1861," "The Stourbridge Railway (Capital) Act, 1863," and "The Stourbridge Railway Act, 1865," and the Acts 5 and 6

William 4, chapter 107; 26 and 27 Victoria, chapter 113; and any other Act or Acts relating to the Great Western Railway Company, or to the Companies amalgamated by the said Act 26 and 27 Victoria, chapter 113; and the local and personal Acts, 17 Victoria, chapter 227; 18 and 19 Victoria, chapter 183; 19 and 20 Victoria, chapter 111; 21 and 22 Victoria, chapter 134; 23 Victoria, chapter 76; 24 and 25 Victoria, chapter 212; and 25 and 26 Victoria, chapter 183, and the several other Acts relating to the Severn Valley Railway Company; also the local and personal Acts 22 and 23 Victoria, chapter 16, and the several other Acts relating to the Tenbury Railway Company; also the local and personal Act 23 and 24 Victoria, chapter 128; and the several other Acts relating to the Tenbury and Bewdley Railway Company; also the local and personal Acts, 9 and 10 Victoria, chapter 325; 13 and 14 Victoria, chapter 26; 19 and 20 Victoria, chapter 47; and 25 and 26 Victoria, chapter 198; and the several other Acts relating to the Shrewsbury and Hereford Railway Company; and also the local and personal Act, 9 and 10 Victoria, chapter 204; and the several other Acts relating to the London and North Western Railway Company; and the local and personal Act 11 and 12 Victoria, chapter 120; and the other Acts relating to the Birmingham, Wolverhampton and Stour Valley Railway; and vary and extinguish all rights and privileges which might otherwise interfere with the objects of the said intended Bill, or any of them.

On or before the 30th day of November instant published maps, and plans and sections, describing the directions, lines, and levels of the intended railways and works connected therewith, or with the objects of the Bill before mentioned, and the lands, houses, and other property which will or may be taken for the several purposes 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 for public inspection with the Clerk of the Peace for the county of Worcester, at his office at Worcester, in that county, and with the Clerk of the Peace for the county of Stafford, at his office at Stafford, in that county; 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 parish and extra-parochial place from, in, or through which the said intended railways and works are intended to be made, or any lands or houses intended to be taken are situate, together with a copy of this notice, will be deposited in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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 14th day of November, 1865.

Harvard and Shepherd, Stourbridge,
Solicitors for the Bill.

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

Parliament—Session 1866.

Metropolitan Tramways.

Dissolution and Reincorporation of Company;
Power to lay down Rails upon the Streets of
the Metropolis for the Conveyance of Pas-
sengers and other Traffic; Tolls.

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

To dissolve the Metropolitan Tramways Company (Limited), and to annul their memorandum and articles of association, and to reincorporate a Company by the same or some other name, and to enable them to make, form, lay down, and maintain the several tramways hereinafter described with all necessary and proper iron rails, plates, stations, works, and conveniences, to be worked by animal power only, that is to say:

A Tramway (No. 1) commencing at Upper Holloway, in the parish of St. Mary, Islington, at or near the tavern known as the Archway tavern, where the Highgate Archway-road, Highgate-hill, and Junction-road converge, passing thence along the Holloway-road, Upper-street, Islington, High-street, Islington, City-road, and the west side of Finsbury-square to the south-west corner thereof, passing through or into the parishes, extra-parochial, and other places following, viz., St. Mary, Islington; St. James and St. John, Clerkenwell; St. Luke, Middlesex; St. Leonard, Shoreditch; or some or one of them, and terminating in the said parish of St. Luke, at or near the south-west corner of Finsbury-square, which said tramway will be wholly situate in the county of Middlesex.

A Tramway (No. 2) commencing on the Seven Sisters-road, in the parish of St. Mary, Islington, at or near the point where that road is crossed by the Great Northern Railway, passing thence along Seven Sisters-road, Park-road, Camden-road, High-street, Camden Town; Hampstead-road, and Tottenham-court-road, to the south end thereof, passing through or into the parishes of St. Mary, Islington, St. Pancras, St. Giles-in-the-fields, St. George, Bloomsbury and St. Marylebone, or some or one of them, and terminating at the south end of Tottenham-court-road, in the parishes of St. Giles-in-the-fields and St. Marylebone, or one of them, which tramway will be wholly situate in the county of Middlesex.

A Tramway (No. 3) commencing at Lower Edmonton, in the parish of Edmonton, at or near the Edmonton station of the Enfield Railway, passing thence along the turnpike-road from Lower Edmonton to London, High-road, Tottenham, Stamford-hill, High-street, Stoke Newington, Stoke Newington-road, High-street; Kingsland, to the south end of Kingsland-green, passing through or into the parishes, extra-parochial, and other places, of Lower Edmonton, Upper Edmonton, Edmonton, Tottenham, St. Mary, Stoke Newington, St. John, Hackney, and Hornsey, or some or one of them, and terminating at or near the south end of Kingsland-green, in the said parish of St. John, Hackney; which tramway will be wholly situate in the county of Middlesex.

A Tramway (No. 4) commencing at Stratford New Town, in the parish of West Ham, in the county of Essex, at or near the point where Stratford-grove is crossed by the Chelmsford line of the Great Eastern Railway, passing thence along the Grove, Broadway; High-street, Stratford-road; High-street, Bow; Bow-road, Mile End-road, Whitechapel-road, Whitechapel High-street, to the end of Middlesex-street, passing through the parishes, extra-parochial, and other places, following, viz., Stratford, West Ham, in the county of Essex; St. Mary, Stratford-le-bow, St. Leonard, Bromley, Hamlet of Mile End Old Town, St. Matthew, Bethnal-green, Stepney, and St. Mary, Whitechapel, in the county of Middlesex, and terminating in Whitechapel High-street,

in the said parish of St. Mary, Whitechapel, at or near its junction with Middlesex-street.

To lay down and maintain in, upon, and along the surface of such other streets and roads (in addition to those before enumerated) of the metropolis (according as the word metropolis is defined in the Metropolis Local Management Act, 1855, 18 and 19 Vic., cap. 120, sec. 250) as shall be selected by the consent of the parties having the control of such streets and roads respectively, whether, as the case may be, the Metropolitan Board of Works, Vestry, District Board, Commissioners of the Metropolis Turnpike Roads, the Lord Mayor, Aldermen, and Commons of the City of London, Trustees, Grand Juries, or other bodies corporate or persons having respectively the duty of directing the repairs or the control or management thereof, tramways, iron rails, and plates for facilitating the passage along the same streets or roads of all carriages and traffic by animal power only.

To authorise the Company, their agents, licensees, and servants, after having obtained such consent as aforesaid, to open the surface of the said streets and roads, and to lay down, and maintain therein, and from time to time repair such tramways, rails, or plates as aforesaid, and to enable the Company and the several bodies and persons aforesaid to enter into agreements with respect to the purposes of the said intended Act.

To reserve to all persons entitled to use such streets or roads the right to run over, upon, and along the said tramways, rails, and plates, when laid down, with all ordinary road wheels and carriages; and also to reserve to the Company the exclusive use of flange wheels, adapted to run on an edge rail, as laid down to confer or confirm and extend to the police and the persons or bodies having the control or management of such streets or roads the power of regulating from time to time the mode of passage of all traffic along such streets or roads, whether upon or off the said rails or plates, to vary or extinguish any existing rights which may interfere with such purposes, and to confer, vary, or extinguish other rights and privileges.

To levy tolls, rates, and duties for the use of carriages passing along the said rails, and to confer exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair by the Company of such portions of the streets and roads upon or along which any tramways, rails, or plates may be laid, as lie between and immediately adjoin the lines of such tramways, rails, and plates.

To enable the Company to acquire lands, but only by agreement, and to erect thereon offices and buildings, and other conveniences for the purposes of their undertaking.

To vest in the Company all the property, rights, and interests of the dissolved Company.

And notice is hereby further given, that duplicate plans and sections showing the course and direction of the proposed tramways, 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 Middlesex, at his office in Clerkenwell, in the said county, and with the Clerk of the Peace for the county of Essex, at his office in Chelmsford, in the said county, and that a copy of so much of the said plan and sections as relates to the several parishes in or through which the intended tramways are proposed to be made, and also a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be de-

posited for public inspection as follows:—For the parishes of St. Giles-in-the-Fields, and St. George, Bloomsbury, with the Clerk of the District Board of Works for the District of St. Giles, at his office in Holborn, in the county of Middlesex; for the parish of St. Mary, Stoke Newington, and St. John, Hackney, with the Clerk of the District Board of Works for the District of Hackney, at his office in Church-street, Hackney, in the county of Middlesex; for the parishes of Saint Mary, Stratford-le-Bow, and St. Leonard, Bromley, with the Clerk of the District Board of Works for the district of Poplar, at his office in High-street, Poplar, in the county of Middlesex; for the parish of St. Mary, Whitechapel, with the Clerk for the District Board of Works for the district of Whitechapel, at his office in Great Alie-street, Whitechapel, in the county of Middlesex; for the parish of St. Mary, Islington, with the Vestry Clerk of the said parish, at his office at Upper-street, Islington, in the said county of Middlesex; for the parish of St. James and St. John, Clerkenwell, with the Vestry Clerk of the said parish, at his office at Upper Rosoman-street, Clerkenwell, in the said county of Middlesex; for the parish of St. Luke, Middlesex, with the Vestry Clerk of the said parish, at his office at the Workhouse, City-road, in the said county of Middlesex; for the parish of St. Leonard, Shoreditch, with the Vestry Clerk of the said parish, at his office at Hoxton-square, in the said county of Middlesex; for the parish of St. Pancras, with the Vestry Clerk of the said parish, at his office at Kings-road, Pancras-road, in the said county of Middlesex; for the parish of St. Mary-lebone, with the Vestry Clerk of the said parish, at his office at Marylebone-lane, in the said county of Middlesex; for the parish of Mile End Old Town, with the Vestry Clerk of the said parish, at his Office at Bancroft-road, in the said county of Middlesex; for the parish of St. Matthew, Bethnal Green, with the Vestry Clerk of the said parish, at his office at Church-row, Bethnal Green, in the county of Middlesex. And in the case of each other parish, with the parish clerk of each such parish, at his place of abode, and in case of any extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode.

And notice is hereby further given, that printed copies of the intended 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, 1865.

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

Mersey Docks and Harbour Board.

(Outer Works Alteration).

(New Works at Birkenhead in Connection with the Great Low Water Basin, the Morpeth Basin, and the Morpeth Dock; Abandonment of authorized Works; New and Altered Tolls, Rates, and Duties; Further Money; 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, and to enable the Mersey Docks and Harbour Board (hereinafter referred to as "the Board") to construct the works and effect the objects hereinafter mentioned, or some of them, that is to say:

1st—The making and maintaining of a sea wall, wharf wall, and embankment, commencing at or near the eastern end of the north side

of the great low water basin, authorized by the sixth section of the Mersey Docks and Harbour (Works) Act, 1858, and terminating at or near the eastern end of the south side of the same great low water basin.

2dly—The removal of the existing floating stage and the two bridges connected therewith on the south side of the said great low water basin, and the construction upon the site of the said floating stage of a wharf wall and embankment in the line of, and to be continuous with, the existing quays upon that side of the said basin.

3dly—The making and maintaining of a sea wall, wharf wall, and embankment, commencing at or near the eastern end of the south-eastern pier of the entrance lock to Morpeth dock, and terminating at or near the eastern end of the south side of Morpeth basin.

4thly—The making and maintaining of a new dock, partly on the site of Morpeth basin aforesaid and partly upon the piers and lands immediately adjoining the same to the northward and westward, and which lands are bounded towards the north by the entrance lock to Morpeth dock, towards the east by the river Mersey, towards the south-west by Shore-road, Birkenhead, and on the west by Morpeth dock.

5thly—The making and maintaining (partly on the site of the existing entrance to Morpeth dock and partly on the site of the western and south-western quay of that entrance) of a cut or passage commencing at or about the eastern or south-eastern end of the Morpeth dock, and extending thence in an easterly or south-easterly direction for a distance of 140 feet or thereabouts to the site of the proposed new dock above described.

6thly—The making, laying down, and maintaining all proper roads, approaches, bridges, locks, gates, sluices, quays, wharves, piers, platforms, jetties, moorings, buoys, and other works and conveniences for or in connection with the several works and purposes aforesaid.

All which intended works will be situate in, or be made, or pass from, in, through, or into the several parishes, townships, extra-parochial and other places of Wallasey, the township of Poulton-cum-Seacombe, in the parish of Wallasey, the extra-parochial chapelry of Birkenhead, and the bed and shore of the river Mersey, or some of them, all in the county of Chester.

To abandon and relinquish the construction of such of the works (whether completed or not) authorized by any of the Acts relating to the Board as may be rendered unnecessary or inexpedient by, or be inconsistent with, the intended new works.

To regulate, prescribe, and define the depth to which it shall be obligatory upon the Board, in executing or completing the works thirdly authorized by the 6th section of "The Mersey Docks and Harbour (Works) Act, 1858," to excavate and remove the portion of the river or sea wall and foreshore of the north reserve at Birkenhead, referred to in that section.

To purchase, compulsorily or by agreement, all lands and hereditaments required for the purposes of the intended works, or the general purposes of the Board in relation thereto.

To cross, divert, alter, or stop up, either temporarily or permanently, any roads, streets, high-

ways, thoroughfares, courts, alleys, bridges, railroads, tramroads, canals, aqueducts, sewers, drains, streams, watercourses, pipes, stairs, quays, piers, slips, and landing-places within the said several parishes or places aforesaid, or any or either of them, for the several purposes of the intended Bill.

To alter all or some of the existing tolls, rates, dues and charges levied and leviable under the Acts mentioned or referred to in this Notice, or any of them, or otherwise upon or in respect of ships, vessels, steamboats, passengers, cattle and other animals, cargoes, goods, wares, and merchandize within, upon, resorting to, using, or plying within such of the existing and the new and altered docks and works respectively as are or will be in the county of Chester, or upon or in respect of roads, railways, embankments, and other works in the same county, or for the user thereof, and to levy other and new and additional tolls, rates, dues, and charges upon or in respect of such ships, vessels, steamboats, passengers, cattle and other animals, cargoes, goods, wares, and merchandize, and upon or in respect of such roads, railways, and embankments, and the user thereof; to confer exemptions therefrom; to authorize compositions for rates, tolls, dues, and charges; to vary or extinguish exemptions from the payment of rates, tolls, dues, and charges; to confer remedies for their recovery, and powers for their collection; and to make provisions for the revision and application thereof.

To empower the Board to borrow, and, from time to time, to re-borrow further money, by bonds or otherwise, for the purposes of the said intended Bill; to alter, amend, extend, enlarge, and explain, or to repeal the powers and provisions of the following Acts of Parliament, or some of those Acts (that is to say): 20 and 21 Vict., cap. 162; 21 and 22 Vict., caps. 90 and 92; 22 Vict., cap. 20; 23 and 24 Vict., cap. 150; 24 and 25 Vict., cap. 188; 26 Vict., cap. 54; and 27 and 28 Vict., cap. 213, relating to the Board.

And notice is hereby lastly given, that on or before the 30th day of November, 1865, duplicate plans and sections of the intended sea and wharf walls, embankments, dock, and other works, with a book of reference thereto, and a copy of this Notice as published in the London Gazette, and also duplicate plans of the said lands intended to be purchased by compulsion, with a book of reference thereto, and a copy of this Notice, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Chester, at Chester, in that county, and that on or before the same day copies of so much of the said plans; sections, and book of reference as relates to each parish and extra-parochial place from, in, through, or into which the intended alterations, roads, streets, embankments, sea and wharf walls, and other works will be made or pass, or in which the lands to be compulsorily purchased are situate, with a copy of this Notice as published in the London Gazette, will be deposited for public inspection as regards each such parish with the parish clerk thereof at his residence, and as regards each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 9th November, 1865.

John North, Dock Solicitor, Liverpool.

In Parliament—Session 1866:

Dagenham (Thames) Dock.

(Acquisition of Additional Lands; Enlargement of Dock; Deepening and Improvement of River Beam; Abandonment of Construction of certain Sluices and Works; Power to Construct Warehouses, Abattoirs, and other Buildings and Conveniences; Tolls; 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 by the Dagenham (Thames) Dock Company, for leave to bring in a Bill and to pass an Act for the purposes following, or some of them:—

To acquire by compulsion or agreement the following additional lands and houses in the parishes of Dagenham and Hornchurch, or one of them, in the county of Essex, bounded on the north by the road leading from Rainham to Barking, on the south by the London and Tilbury Railway, on the east by the river Beam, and on the west by Chequers-lane; and certain other lands bounded north-east and south by lands already belonging to the Company, and west by Chequers-lane; and certain other lands bounded north by the London and Tilbury Railway, west and south by Company's land, and east by the river Beam; and certain other lands bounded north and west by Company's land, south by the river Thames, and east by the river Beam.

To acquire by compulsion or agreement the lands and waters reserved to the Commissioners of Sewers for the levels of Havering, Dagenham, Barking, East Ham, West Ham, Leyton, Walthamstow, Bromley, and East Marsh, by the 30th section of the Dagenham (Thames) Dock Act, 1855, and thereupon and on other lands to be acquired under the powers of the intended Act to make and construct an enlargement of the authorised dock at the eastern end thereof, together with dry docks, piers, buildings, building slips, graving docks, gridirons, walls, wharves, embankments, and all other necessary works connected therewith, and which said works will be on lands bounded on the north by the London and Tilbury Railway, on the south and west by lands belonging to the Company, and on the east by the river Beam, all which said lands are situate in the said parish of Dagenham.

To acquire by compulsion or agreement for the purposes of their undertaking certain other lands in the said parish of Dagenham, bounded on the north by the London and Tilbury Railway, on the south by the river Thames, on the east by the river Beam, and on the west by Chequers-lane.

To repeal section 30 of the Dagenham (Thames) Dock Act, 1855, and to relieve the Company from the liability to construct the sluices, drains, and works therein mentioned.

To deepen, widen, embank, and improve the river Beam, between the point where the road leading from Rainham to Barking crosses the said river and the outlet of the said river into the river Thames, and to construct a new sluice and outlet at the last-mentioned point, with all necessary works connected therewith, which intended works will be in the parishes of Dagenham and Hornchurch, in the county of Essex, or one of them.

To deepen, widen, and improve the drain or sewer which runs along the eastern side of Chequers-lane, between the point where the said drain or sewer is crossed by the London and Tilbury Railway, and the outlet of the said drain into the river Thames, and to construct a new sluice and outlet at the last-mentioned point, with all necessary works connected therewith, all

which intended works will be situate in the said parishes of Dagenham and Hornchurch, or one of them.

To erect and maintain upon lands belonging to the Company, and on lands to be acquired under the powers of the said intended Act, warehouses and buildings, and to establish abattoirs or slaughterhouses, and places for slaughtering cattle, and all other buildings, works, and conveniences which the Company may think fit for the accommodation of foreign and other cattle destined for the London markets or elsewhere.

And it is also 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, as it may be necessary to stop up, alter, or divert by reason of the construction of the before-mentioned dock and works, or for carrying into effect the objects and purposes of the intended Act or any of them.

To alter, vary, or extinguish all existing rights and privileges connected with the lands and houses to be acquired under the powers of the said intended Act, and which would in any manner impede or interfere with the construction, maintenance, and use of the said intended dock and works, or any of them, and to confer other rights and privileges.

To levy tolls, rates, duties, and charges for or in respect of the use of the said intended dock and works, and also for the use of the said abattoirs or slaughterhouses and lands, and other conveniences. To confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To enable the Company to apply any capital or funds, now or hereafter belonging to them, or under their control, to the 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 dividends, 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; and also to authorise the Company to issue in preferred half shares and deferred half shares the whole or any part of the capital authorised by the respective Acts of the Company to be raised, or which the Company may be authorised to raise by the intended Act; and generally to make such provisions with respect to the capital of the Company as they may deem expedient.

To alter the constitution of the Board of Directors by increasing or reducing the number of directors.

To alter, repeal, or amend, so far as may be necessary, for any of the purposes aforesaid, the powers and provisions of "The Dagenham (Thames) Dock Act, 1855," and the "The Dagenham (Thames) Dock Act, 1862," or either of them.

And notice is hereby further given, that duplicate plans and sections of the said intended dock, and of the deepening of the said river Beam, and of the said drain and other works, and of the lands and houses

proposed to be taken for the purposes thereof, and also plans of the other lands to be acquired under the powers of the said intended Act, 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, 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 Essex, at his office in Chelmsford, in the said county; and 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 respective parish clerks of the parishes of Dagenham and Hornchurch, at their respective places of abode.

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

Dated this 9th day of November, 1865.

Young, Maples, Teesdale, and Young, 6, Frederick's-place, Old Jewry.

Hughes, Masterman, and Hughes, 17, Bucklersbury, Solicitors.

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

In Parliament.—Session 1866.

Beddgelert Railway (Extension).

(Extension to Llyn Gwynant; compulsory purchase of Lands, Tolls, 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 Beddgelert Railway Company (hereinafter called The Company), to make and maintain the railway hereinafter mentioned, or some part or parts thereof, together with all necessary or convenient and incidental works, stations, bridges, roads, or communications connected therewith (viz.)

A railway wholly situate in the parish of Beddgelert, the counties of Merioneth and Carnarvon, commencing by a junction with Railway No. 2, authorized by the Beddgelert Railway Act, 1865, in the hamlet of Nantmor, in a field belonging to Mrs. Ann McKellar, in the occupation of Henry Evans, adjoining the river Glaslyn, at a point 25 chains, or thereabouts, to the south-west end of Llyn Dinas, and terminating in a field known as part of Hafody Llan Farm, belonging to John Williams Jones, at a point 22 chains, or thereabouts, north of the bridge that carries the Beddgelert and Capel Curig turnpike road, over the aforesaid river which said railway will be made in, through and will be wholly situate in the parish of Beddgelert, in the counties of Merioneth and Carnarvon.

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

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parish, 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 part thereof.

To purchase by compulsion or otherwise, any lands and houses for the purpose of the said in-

tended railway and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, which would in any manner impede or interfere with the construction and use of the said intended railway and works, or any part thereof.

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 enable the Company to apply any capital to 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 by borrowing on mortgage or bonds or by any of those means, and to attach to any portion of the present authorised capital of the Company a preference or priority in the payment of interest or dividends, and to cancel any part of the shares in the capital of the Company, and to grant others in lieu thereof upon such terms and conditions as shall be prescribed by the said intended Act, and also to authorise the Company to issue in preferred half shares and deferred half shares the whole or any part of the capital authorised by the before mentioned Act of the Company to be raised, or which the Company may be authorised to raise by the intended Act, and generally to make such provisions with respect to the capital of the Company as may be deemed expedient.

To alter, amend, extend, and enlarge, and if need be to repeal the powers and provisions of the Beddgelert Railway Act, 1865.

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, houses, and hereditaments, 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, 1865, with the Clerk of the Peace, for the county of Carnarvon, at his Office in Carnarvon, in the said county, and with the Clerk of the Peace for the county of Merioneth, at his Office in Dolgelly, 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 Parish Clerk of the parish of Beddgelert, 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, 1865.

E. Breeze, Portmadoc, Solicitor for the Bill.

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

Abergavenny and Raglan Railway.

Incorporation of Company—Construction of Railway—Arrangements with Great Western Railway Company.

NOTICE is hereby given, that application will be made to Parliament in the next

session, for an Act to incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the railway following, with all proper stations, approaches, works, and conveniences connected therewith, viz. :—

A railway commencing in the parish of Llangattock-juxta-Usk, in the county of Monmouth, by a junction with the Newport, Abergavenny, and Hereford line of the Great Western Railway Company, about 520 yards north westward of the booking office at the Penpergwm station, on that line, and terminating in the parish of Raglan, in the same county, by a junction with the Coleford, Monmouth, Usk, and Pontypool Railway, at or about 28 yards to the north-east of the distance-post thereon indicating 10 miles from the Little Mill Junction, which intended railway will pass from, in, through, or into the parishes and places of Llangattock-juxta-Usk, Llanfihangel-juxta-Usk, Llansaintfraed, Llanarth, Clytha, Bryngwyn, and Raglan, all in the county of Monmouth.

The intended Act will empower the Company to exercise all or some of the following powers (that is to say): To purchase by compulsion and also by agreement, lands, houses, and hereditaments, for the purposes of the said proposed railway and works connected therewith; to levy tolls, rates, and charges upon or in respect of the proposed railway and works; to confer exemptions from the payment of tolls, rates, and charges; to vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

To cross, divert, alter, or stop up for the purposes of the intended Act, and either temporarily or permanently, roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, tramroads, and watercourses, within or adjoining the parishes and places aforesaid, or any of them.

And it is intended by the said Act to empower the Company and the Great Western Railway Company, to make and carry into effect contracts and agreements with respect to the maintenance and management, use and working of the railway of the Company, and the conveyance of traffic on the railways of the contracting parties, the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues, taken or arising in respect of such traffic, and the supply and maintenance of engines, stock, and plant.

And it is proposed, so far as may be necessary for all or any of the purposes of the intended Act, to alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, viz. :—5 and 6 William 4., cap. 107, and 26 and 27 Vic., cap. 168, and all other Acts relating to the Great Western Railway Company.

And it is also proposed to incorporate in the said Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

Maps, plans, and sections of the intended railway and works, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th November in the present year, with the Clerk of the Peace for the county

of Monmouth, at his office, in the town of Newport, and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railway and works will be made, together with a copy of the said Gazette notice, will be deposited on or before the 30th day of November in the present year, with the parish clerk of each such parish, at his residence, and as regards any extra-parochial place, with the parish clerk of some immediately adjoining parish, at his residence.

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

Dated this 1st day of November, 1865.

E. J. C. Davies, Crickhowell, Solicitor.

William Bell, 26, Duke-street, Westminster, Parliamentary Agent.

Anglesey Central Railway.

(Deviation at Amlwch; Branch to Cemmaes Bay; Lease to and Traffic Arrangements with London and North-Western Railway Company and others; Further Money Powers; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the Anglesey Central Railway Company (hereinafter called "The Company") for an Act to enable them to make and maintain the railways and works hereinafter mentioned, or some of them, with all proper stations, sidings, works, and conveniences connected therewith (that is to say):—

A railway commencing in the parish of Amlwch by a junction with the authorised Anglesey Central Railway, at or near the point marked fifteen miles on the plans of that railway, deposited with the Clerk of the Peace for the county of Anglesey in the month of November, 1862, and terminating in the parish of Llanbadrig, on the north side of the public road leading from Cemmaes to Amlwch, one hundred yards or thereabouts east of the Cemmaes bridge, all which intended railway will pass from, through, or into the parishes and places of Amlwch, Bodewryd, Rhosbeirio, Llanfechell, and Llanbadrig, or some or one of them.

A deviation railway wholly within the parish of Amlwch, commencing from the authorised line of the Anglesey Central Railway, at or near the point marked eighteen miles or thereabouts on the plans of that railway, deposited with the Clerk of the Peace for the county of Anglesey, in the month of November, 1862, and terminating at or near the south end of the quay, at Amlwch Port.

The intended new and deviated railways will be wholly situate in the county of Anglesey.

The intended Act will empower the Company to exercise all or some of the following powers, that is to say:

To purchase by compulsion, and also by agreement, lands, houses, and hereditaments, for the purposes of the said proposed railways and works connected therewith; to levy tolls, rates, and charges, upon or in respect of the proposed railways and works; to confer exemptions from the payment of tolls, rates, and charges; to vary or extinguish all rights and privileges inconsistent with the objects of the intended Act; and to confer other rights and privileges.

To cross, divert, alter, or stop up for the purposes of the intended Act, and either temporarily or permanently, roads, streets, ways,

streams, pipes, sewers, canals, navigations, rivers, bridges, tramroads, and watercourses within or adjoining the parishes and places aforesaid, or any of them.

To apply to the purposes of the intended Act the funds raised and to be raised under "The Anglesey Central Railway Act, 1863," and to raise further sums for such purposes or any of them, and also for the general purposes of their undertaking, by the creation of new shares, either with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage, or by any of those means, and as part of their general capital and funds.

To authorise the Company to attach a preferential dividend to a portion of the capital authorised by "The Anglesey Central Railway Act, 1863," or to issue in preferred half shares and deferred half shares the whole or any part of such capital, and also the additional capital which they may be authorised to raise by the said intended Act.

To abandon and relinquish the construction of the railway authorised by "The Anglesey Central Railway Act, 1863," from the commencement of the intended deviation railway hereinbefore described up to and including the termination of that authorised line at or near the quay at the southern end of the Port of Amlwch.

The intended Act will extend and make applicable to the intended new and deviated railways the powers contained in "The Anglesey Central Railway Act, 1863," with respect to traffic arrangements between the Company and the London and North-Western Railway Company; and will provide for the sale or lease of the undertaking of the Company to the London and North-Western Railway Company, and for the transfer to and exercise by that Company of all the rights, powers, and privileges of the Company, and the assumption by the London and North-Western Railway Company of all the duties and liabilities to which the Company are at present or by the intended Act will become subject, and the Act will, if necessary, enable the London and North-Western Railway Company for the purpose of effecting such purpose to raise additional capital by shares or stock, and by loan with power to attach to such shares or stock, any preference or priority of interest or dividend.

And it is also intended to confer upon the Company effectual powers for entering into and carrying into effect leases, arrangements, or agreements, with any contractor or other persons for the construction and subsequent lease, working and managing, or for the working and management of the undertaking of the Company or any part thereof, during such period and upon such terms and conditions in all respects as may be mutually agreed upon.

And it is proposed so far as it may be necessary for all or any of the purposes of the intended Act to alter, amend, extend, vary, and enlarge or repeal all, or some of the powers and provisions of the Anglesey Central Railway Acts, 1863, and 1864, and of the several Acts relating to the London and North-Western Railway Company.

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 November in the present year, with the Clerk of the Peace for the county of Anglesey at his office, at Beaumaris; and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railways and works will be made, together with a copy of the said Gazette notice will be deposited on or before the 30th day of November, in the present year, with the parish clerk of each such parish, at his residence, and as regards any extra-parochial place, with the parish clerk of some immediately adjoining parish, at his residence.

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

Dated this tenth day of November, 1865.

Samuel Dew, Llangefni.

R. Montagu Preston, Chester, Solicitors.

William Bell, 26, Duke-street, Westminster, Parliamentary Agent.

Newchurch Parish Division.

(Division of Parish; Constitution of new Parishes; Alteration and repeal of Acts; Apportionment of Tithe Rent Charge, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to introduce a Bill, and to pass an Act for all or some of the purposes following:

To divide the parish of Newchurch, in the Isle of Wight, in the county of Southampton, into such number of distinct parishes as Parliament shall determine, for all purposes, both ecclesiastical and civil.

To constitute the said divided parishes into distinct and separate incumbencies for ecclesiastical purposes, and to apportion between the said several parishes the rent charges in lieu of tithes, glebe-lands, and other emoluments belonging to the vicar of the said parish of Newchurch, or to the Ecclesiastical Commissioners for England and Wales, and arising from and out of the said parish of Newchurch.

To confer upon the inhabitants of the said intended parishes within their respective parishes all the same powers, rights, and privileges with respect to the election of parochial officers, making and levying rates and other purposes which the inhabitants of the said parish of Newchurch now possess, under any law, usage, or custom, and to confer other and additional powers upon the inhabitants of the said intended parishes.

To provide for the apportionment and future raising and levying of the sums payable by and chargeable on the said parish of Newchurch for the relief of the Poor and for county rates and police rates.

To amend and alter so much of the "Ryde Improvement Act, 1854" and of an Act made and passed in the 8th year of the reign of her present Majesty, intituled, "An Act for better paving, lighting, cleansing, and otherwise improving part of the parish of Newchurch, in the Isle of Wight, called Ventnor, and for establishing a market therein," as may be necessary in consequence of the division of the said parish of Newchurch.

To exempt the inhabitants of all the said in-

tended parishes other than that part which shall comprise the ancient parish church from liability to assessment to any church rates for the repair of the ancient parish church of Newchurch; or other purposes, for which a rate can now be made on the inhabitants of the said entire parish in the nature of a church rate.

To levy rates and charges, and to repeal or alter existing rates and charges, and to extinguish all rights, privileges, and exemptions which may interfere with the carrying into complete effect the objects and purposes of the said intended Act.

And notice is hereby given, that on or before the 17th day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 6th day of November, 1865.

Hearn and Fardell, Ryde, Solicitors for the Promoters.

Stourbridge Railway.

(Lease, sale, and transfer of undertakings of Stourbridge Railway Company to 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, by the Stourbridge Railway Company (hereinafter called "the Company") for leave to bring in a Bill to enable the Great Western Railway Company to lease the undertakings of the Company, or any of them, or any part thereof, and to enable the Company to grant a lease of their undertakings, or any of them, or any part thereof, to the Great Western Railway Company, and whether a lease shall have been granted or not to enable the Great Western Railway Company to purchase the several undertakings of the Company, or any of them, or any part thereof, and to enable the Company to sell their several undertakings, or any of them, or any part thereof, to the Great Western Railway Company, and to enable the Company and the Great Western Railway Company to amalgamate, or agree for the amalgamation of their respective undertakings into one undertaking, with such amalgamation or separation of capitals as may be agreed upon, and for any of those purposes to make provision with reference to the lease, sale, or transfer, and vesting in the Great Western Railway Company of the several undertakings of the Company, or any of them, or any part thereof, and to enable the Company and the Great Western Railway Company to enter into agreements or arrangements with respect thereto, and to confirm any agreement or agreements entered into prior to the passing of the said intended Bill, and to confer on the Great Western Railway Company all or any of the powers, whether with reference to the levying of tolls, rates, and charges, or otherwise, vested in the Company, and, if need be, to dissolve the Company.

And so far as may be necessary for all or any of the above purposes to alter, amend, and enlarge the powers and provisions of "The Stourbridge Railway Act, 1860," "The Stourbridge Railway Extension Act, 1861," "The Stourbridge Railway (Capital) Act, 1863," and "The Stourbridge Railway Act, 1865;" and the Acts 5 and 6 William 4th, chapter 107; 26 and 27 Victoria, chapter 113; and any other Act or Acts relating to the Great Western Railway Company, or to the Companies amalgamated by the said Act, 26 and 27 Victoria, chapter 113; and vary and extinguish all rights and privileges which might otherwise

interfere with the objects of the said intended Bill.

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 14th day of November, 1865.

Harward and Shepherd, Stourbridge,
Solicitors for the Bill.

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

Weardale and Shildon District Waterworks.

(Incorporation of Company, Powers to raise Capital, to Construct Waterworks, take Lands and Water compulsorily, to supply Water, levy Rates, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a Company (in this notice called "The Company"), for the purpose of supplying with water the Weardale and Shildon district and the several places, parishes, and townships following, namely—Wolsingham, Muggleswick, Lanchester, Greencroft, Thornley, Butsfield and Satley, Brancepeth, Cornsay, Hedley Hope, Crook and Billy Row, Saint Andrew Auckland, Witton-le-Wear, North Bedburn, Escomb, Bishop Auckland, Pollards Lands, Shildon, Barony and Evenwood, West Auckland, Saint Helens Auckland, Bradley, Helmington Row, Willington, Newton Cap, Hunwick and Helmington, Byers Green, Newfield, Binchester, Old Park, Westerton, Middlestone, Coundon, Coundon Grange, Eldon, East Thickley, Middridge Grange, Redworth, Heighington, Hamsterley, South Bedburn, Whitworth, Merrington, and Windlestone, all in the county of Durham, and the places so to be supplied are in this notice referred to as "The District." And it is intended by the said Bill to authorise the Company to construct and maintain the several reservoirs, aqueducts, conduits, pipes, and waterworks hereinafter described, or some of them, that is to say,

1. A reservoir (herein called Reservoir No. 1), situate in the township and parish of Muggleswick, in the county of Durham, on certain common or unenclosed lands, belonging to the Ecclesiastical Commissioners for England, and the Dean and Chapter of Durham, and called or known by the name of Waskerley Park, which said reservoir will be formed by an embankment or dam across the stream called Waskerley Burn, at a point on the said stream near and to the west of the place where the stream called Teel Gill flows into the Waskerley Burn, in the said township and parish of Muggleswick, and extending to a point in the said township and parish on the said Waskerley Burn, about five furlongs west of the above described junction of the Teel Gill and Waskerley Burn.

2. A conduit or catch-water (herein called Conduit No. 1), commencing at a point in the township and parish of Wolsingham, in the said county of Durham, at or near to the north-west corner of a certain plantation called Park Head Plantation, and terminating in Reservoir No. 1, at or near to the northern end of the embankment above described, which said Conduit No. 1 will be situate in the townships and parishes of Wolsingham and Muggleswick, in the said county of Durham.

3. A conduit or catch-water (herein called Conduit No. 2), commencing at a point in the said township and parish of Wolsingham on the stream

called Tunstall Burn, one mile and a half, or thereabouts, above a certain place called Wright's House, and terminating in Reservoir No. 1, at or near to the southern end of the embankment aforesaid, which said Conduit No. 2, will be situate in the townships and parishes of Wolsingham and Muggleswick aforesaid.

4. A conduit or line of pipes (herein called Conduit No. 3), commencing from and out of the said Reservoir No. 1, at the eastern end thereof, and terminating in the township and parish of Wolsingham aforesaid, in the reservoir next hereinafter described, which said Conduit No. 3 will be made, and pass in and through the several parishes, townships, and extra-parochial places following, that is to say, Muggleswick, Wolsingham, Lanchester, Greencroft, Thornly, Butsfield and Satley, and Cornsay, in the said county of Durham.

5. A service reservoir (herein called Reservoir No. 2), situate at or near Towlaw, in the township and parish of Wolsingham aforesaid, and in certain fields lying between the national school, at Towlaw aforesaid, the West Auckland and Corbridge turnpike road, and the line of the Darlington Section of the North-Eastern Railway, and belonging to the Ecclesiastical Commissioners for England, Thomas Baring, and Charles Attwood, and in the occupation of Matthew Thompson, and the Weardale Iron and Coal Company (Limited).

6. A conduit or line of pipes (herein called Conduit No. 4), commencing from and out of the said Reservoir No. 2, and terminating in the township of Crook and Billy Row, in the parish of Brancepeth, in the reservoir next hereinafter described, which said Conduit No. 4 will be made and pass in and through the several parishes and townships of Wolsingham, Lanchester, Cornsay, Hedley Hope, Brancepeth, and Crook and Billy Row, in the said county of Durham.

7. A service reservoir (herein called Reservoir No. 3), situate in the township of Crook and Billy Row, and parish of Brancepeth aforesaid, in a certain field, or fields, belonging to and in the occupation of Joseph Pease and Partners, lying between the village of Billy Row and North Roddymoor.

8. A conduit or line of pipes (herein called Conduit No. 5), commencing from and out of the said Reservoir No. 3, and terminating in the township of Shildon, in the parish of Saint Andrew Auckland, in the county of Durham, in the reservoir next hereinafter described, which said Conduit No. 5 will be made and pass in and through the several parishes and townships following, that is to say, Brancepeth, Crook and Billy Row, Witton-le-Wear, North Bedburn, Saint Andrew Auckland, Escomb, Bishop Auckland, Pollard's Lands and Shildon, all in the county of Durham.

9. A service reservoir (herein called Reservoir No. 4), situate in the parish of Saint Andrew Auckland, and township of Shildon aforesaid, in a certain field, or fields, belonging to John Marley, and in the occupation of William Simpson, William Kitching and Henry Robinson, lying to the west of the road leading from South Church or Saint Andrew Auckland to Old Shildon, and to the north of a certain place called Pit Houses, near the town or village of Old Shildon aforesaid.

10. A conduit or line of pipes (herein called Conduit No. 6), commencing from and out of the said Reservoir No. 4, and terminating in the township of Shildon, in the parish of Saint Andrew Auckland aforesaid, in the street or highway called Stock-lane, in the town or village of New Shildon, at a point therein opposite the Mason's

Arms public-house, which said Conduit No. 6 will be made and pass in and through the parish of Saint Andrew Auckland, and township of Shildon aforesaid.

11. A conduit or line of pipes (herein called Conduit No. 7), commencing in the township and parish of Witton-le-Wear, by a junction with Conduit No. 5, in a road leading from Old Etherley Colliery to the village of Etherley, at a point in the said road, opposite to a certain house called Woodbine Cottage, and in the occupation of William Baxter and Henry Clifford, and terminating in the parish of St. Helens, Auckland, in the Reservoir next hereinafter described, which said Conduit No. 7 will be made, and pass in and through the several parishes and townships following, that is to say, Witton-le-Wear, Saint Andrew Auckland, Bishop Auckland, Escomb, Saint Helens Auckland, Barony and Evenwood, and West Auckland, all in the county of Durham.

12. A service reservoir (herein called Reservoir No. 5), situate in the township of West Auckland, and parish of Saint Helens Auckland, and to be made in a certain field, near to the village of Etherley, belonging to Sir William Eden, Baronet, and in the occupation of Elizabeth Vart, and adjoining and to the east of the road leading from Etherley to West Auckland, and near to the Black Bull Inn on that road.

13. A conduit or line of pipes (herein called Conduit No. 8), commencing from and out of the said Reservoir No. 5, and terminating in the parish of Saint Helens Auckland, at or near the point in the village of Saint Helens Auckland, where the Bowes and Sunderland Bridge turnpike-road crosses the North-Eastern Railway, which said Conduit No. 8 will be made, and pass in and through the parish and township of Saint Helens Auckland, and the township of West Auckland aforesaid.

14. A conduit or line of pipes (herein called Conduit No. 9), commencing in the parish of Saint Andrew Auckland, by a junction with Conduit No. 5, at a point in the highway called Woodhouse Close-lane, in the village of Low Etherley, twenty yards, or thereabouts, to the east of the point, where the said lane crosses the stream called Etherley Dean, and terminating in the said parish of Saint Andrew Auckland, at a point in the highway called Etherley-lane, opposite to the reservoir of the water works, belonging to the Bishop Auckland Local Board of Health, which said Conduit No. 9, will be made and pass in and through the parish of Saint Andrew Auckland, and the several townships of Pollard's Lands and Bishop Auckland aforesaid.

15. A reservoir (herein called Reservoir No. 6), situate in the parish and township of Wolsingham aforesaid, on certain lands belonging to the Ecclesiastical Commissioners for England, the representatives of the late Alexander Isaac, deceased, and the representatives of the late James Spencer, deceased, or some or one of them, and in the occupation of John Vickers, Robert Hall, and Thomas Baker, or some or one of them, which said reservoir will be formed by an embankment across the stream called Wascrow Beck (or Waskerley Burn), at a point on the said stream, near and to the south of the place called Eales House, in the said township and parish of Wolsingham, and extending to a point in the said parish on the said Wascrow Beck, 66 yards or thereabouts to the north east of the house called Tunstall House.

16. A conduit or line of pipes (herein called Conduit No. 10), commencing from and out of the said Reservoir No. 6, at the southern end thereof, and terminating in the township and parish of

Witton-le-Wear, by a junction with Conduit No. 5, at a point near and to the west of the embankment of the North-Eastern Railway, and 200 yards, or thereabouts, immediately south of the Wear Valley Junction Station on such railway, which said Conduit No. 10 will be made and pass in and through the several parishes and townships of Wolsingham, Witton-le-Wear, and North Bedburn aforesaid.

And also all necessary and proper embankments, dams, byewashes, weirs, culverts, cuttings, bridges, communication and other roads, approaches, sewers, drains, sluices, filtering beds, reservoirs, engines, pumps, conduits, catch-waters, tanks, pipes, and other apparatus for the effectual construction, maintenance, and use of the said intended works, and for conveying and distributing water within the said district, parishes, townships, and extra-parochial and other places before-mentioned, or any of them.

And it is intended by the said Bill to authorise the Company to divert into the said reservoirs, aqueducts, conduits, pipes, and other works hereinbefore mentioned, or some of them, and to take, use, and appropriate all or some of the waters of the several streams called Waskerley Burn, Tunstall Burn, and Wascrow Beck, and of the several tributaries thereof, and other waters and springs flowing into and forming part of the said streams, and to impound and store such several waters in the reservoirs and works of the Company, and from such works to supply water to and in "The District," for domestic and manufacturing and other purposes; also to supply water to public and other companies, partnerships, and bodies, for any purpose for which they may require such supply; and to enter into and carry out agreements with them, or any of them, for such purposes; which said several before-mentioned streams, springs, and waters flow into the River Wear at Wolsingham, and now directly or derivatively flow into a certain navigable part of the said river, now under the control of the River Wear Commissioners, the reservoir and waterworks of the Bishop Auckland Local Board of Health, the reservoir and water works of the Durham Water Company, and the reservoir of the Witton Park Iron Works.

And it is also intended by the said Bill to authorise the Company to make an alteration or deviation in a certain public road or highway leading from the town of Wolsingham to Tunstall House aforesaid, commencing at a point 200 yards, or thereabouts, in a southerly direction from Eales House aforesaid, and terminating at a point 370 yards, or thereabouts, to the south of Tunstall House aforesaid, all in the township and parish of Wolsingham aforesaid: And also to make an alteration or deviation in a certain other public road or highway leading from the said last-mentioned road or highway to Backstone Bank, in the township and parish of Wolsingham aforesaid, commencing at a point 260 yards, or thereabouts, to the south of Eales House aforesaid, and terminating at a point 130 yards, or thereabouts, to the east of Eales House aforesaid, all in the township and parish of Wolsingham aforesaid; and to authorise the stopping up and discontinuing and appropriating the site of so much of the existing highways respectively between the aforesaid points respectively, as may be rendered unnecessary by reason of the said proposed alterations and deviations.

And it is intended by the said Bill to confer upon the Company powers for all or some of the purposes following; that is to say:—

To deviate in the construction of the said several works from the lines and levels thereof respectively

delineated on the plans and sections to be deposited as hereinafter mentioned, to the extent defined on the said plans or specified in the said Bill.

To purchase and take compulsorily or by agreement, or otherwise, and use for the purposes of the Company, all or any of the waters which they may by the said Bill be empowered to divert and impound, take, use, and appropriate for the purposes thereby authorised, and all rights and privileges incidental to such waters.

To purchase and take, compulsorily or by agreement, and to use for the purposes of the said intended water works, or any of them, any lands or houses within the before-mentioned parishes, townships, and places, and delineated on the said plans, and any rights and interests in such lands or houses, and to alter, vary, or extinguish all existing rights or privileges connected with such lands and houses, or which would in any manner impede or interfere with the proper construction and maintenance of the said reservoirs, aqueducts, pipes, and other work or works connected therewith.

To purchase and take or acquire, compulsorily or by agreement, any right of way, and of laying down, repairing, altering, removing, or replacing pipes, or other works, and any other easement, liberty, privilege, power, or authority in or over any lands, houses, tenements, and hereditaments, and to vary or extinguish all existing rights and privileges connected with the said lands, houses, tenements, and hereditaments so to be taken or used as aforesaid.

To make, lay down, complete, and maintain, and from time to time alter, vary, replace, repair, and restore conduits, culverts, pipes, drains, tunnels, and other works, for the conveyance of water in, through, or into, and over, or under private lands, and in, along, across, and under all or any turnpike and other roads, highways, streets, passages, rivers, or railways, whether public or private within the said parishes, townships, or places hereinbefore mentioned, or any of them, and for the above purposes permanently or temporarily to break up, stop up, alter, or divert all or any streets, highways, public or private roads within such parishes, townships, and other places, or any of them, which it may be necessary to break up, stop up, alter, or divert, for the purposes of the said works or any other purposes of the said Bill.

To levy, collect, and recover rates and rents for water supplied within the district; and to confer, vary or extinguish exemptions from the payment of rates and rents for such supply; and to confer, vary, and extinguish all or any existing rights, privileges, and exemptions which would impede or interfere with the objects of the said Bill; and to confer, vary, and extinguish other rights, privileges, and exemptions.

To make provisions for ascertaining the quantity of water supplied for other than domestic purposes, and for preventing the waste, or fouling, or misuse of water supplied by the Company, and for preventing and punishing fraud in the taking and using of water so supplied, or for wasting the same.

To authorise the Company to raise capital by the creation of shares or stock, and by borrowing, or by debenture stock, or by either of those means for all or any of the purposes aforesaid.

To incorporate with the Bill, and make applicable to the purposes thereof, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands

Clauses Consolidation Acts Amendment Act, 1860 ;" "The Waterworks Clauses Acts, 1847 and 1863 ;" and "The Railways Clauses Consolidation Act, 1845 ;" and also to insert in the said Bill all other powers and provisions necessary or expedient for giving effect to the objects and purposes of this notice.

And it is intended by the said Bill to enable the Company to contract for supplying, and to supply the public roads, streets, drains, and passages within any parish, township, or place within the district with water ; and for cleansing and watering the same, and for extinguishing fires, and to empower the Local Board of Health of any district acting under the public Health Act, 1848, or the Local Government Act, 1858, or any other parish or local authority, to contract with the Company for such service and supply, and pay for the same out of any rates or other income under their control and applicable to cleansing purposes under the said Act, or otherwise.

And it is intended by the said Bill to enable the Company to purchase by agreement from the owners, lessees, and occupiers thereof, any reservoir, wells, mains, pipes, and other works connected therewith, in the nature of waterworks now used for the purpose of supplying water for domestic use to the inhabitants of any parts of the district, and to pay for the same out of the income or capital of the Company such consideration, either annual or in gross as may be agreed upon, and to vest absolutely in the Company, the property which may be so purchased and all rights, powers, and privileges held therewith or incident thereto.

And it is intended by the said Bill to repeal, alter, vary, amend, and enlarge all, or some of the provisions of the local and personal Acts of Parliament following, namely : "The Stockton and Darlington Railway Amalgamation Act, 1858," "The Stockton and Darlington Railway (Durham Lines) Act, 1858," "The Stockton and Darlington Railway (Towlaw and Crook) Act, 1862," "The Stockton and Darlington Railway Amalgamation Act, 1862," "The North-Eastern and Stockton and Darlington Railways Amalgamation Act, 1863," and other Acts therein recited relating to the North-Eastern Railway, or any railway now forming part thereof ; "The West Durham Railway Act, 1839, and "The Wear Navigation and Sunderland Dock Act, 1859," and other Acts therein recited relating to the River Wear, and such other Acts of Parliament and Charters as it may be necessary to repeal, vary, alter, or interfere with for any of the objects and purposes of the said Bill, and to make other provisions in lieu thereof.

And notice is hereby given, that duplicate plans of the proposed works for the supply of water, and of the lands and houses, to be taken for the purposes of the proposed works and for the general purposes of the said Bill, and duplicate sections of such 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 houses, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his Office, in the city of Durham, in the said county ; and, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes or extra-parochial places in or through which the said intended works are proposed to be made ; or any lands, and houses, proposed to be taken are situate ; and also a copy of this notice, as published in the London Gazette,

will be deposited for public inspection with the clerk of 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 such extra-parochial place, at his place of abode.

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

Dated this 10th day of November, 1865.

Hutchinson and Lucas, Darlington, Solicitors for the Bill.

South Blackpool Jetty.

(Application for Provisional Order for Powers to Erect a Pier and to Levy Tolls, &c.)

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, 1865, by the South Blackpool Jetty Company, Limited (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, for the purposes following, or some of them :—

To enable the Company to construct a pier, jetty, and landing place, with all proper works, approaches, toll-houses, and other conveniences connected therewith, for the embarking and landing of passengers, goods, and merchandize, and for other purposes, commencing at a point near the Wellington Hotel, and opposite Chapel-street, in Blackpool, in the township of Layton-with-Warbrick and parish of Bispham, in the county Palatine of Lancaster, and extending from such point into the sea in a westerly direction, a distance of one thousand six hundred feet or thereabouts.

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

To borrow on mortgage or bond, any moneys which may be required for the purposes of the said Provisional Order.

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

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

And notice is hereby further given, that on or before the thirtieth day of November instant, plans and sections of the proposed pier and 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 Palatine of Lancaster, at his office in Preston, in the said county, and at the office at the Board of Trade, Whitehall, London.

And notice is hereby also given, that on and after the twenty-third 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 respective offices of the Solicitor and Parliamentary Agents for the Promoters as undermentioned.

Dated this 9th day of November, 1865.

Harrison Blair, Manchester, Solicitor.

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

SALE OF OLD STORES AT WOOLWICH.

Admiralty, Somerset-Place,
November 18, 1865.

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 29th instant, at twelve o'clock at noon, the Commodore Superintendent will put up to sale in Her Majesty's Dock Yard at Woolwich, several lots of

OLD STORES,

Consisting of Buntin, Leather, India Rubber, Lignum Vitæ, Cordage Shakings, Canvas Rags, Coal Sacks, Cordage Boltrope, Cordage (Hawserlaid and Cablelaid), Cordage (White and Manilla), Hammock Rags, Canvas Cuttings, Traversing Machine, &c., &c., &c., all lying in the said Yard.

Persons wishing to view the lots must apply to the Superintendent for notes of admission for that purpose.

Catalogues and conditions of sale may be had here and at the Yard.

CONTRACT FOR TEAMS OF HORSES FOR WOOLWICH.

Contract Department, Admiralty,
Somerset House, November 15,
1865.

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 5th December next, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying Her Majesty's Dock Yard at Woolwich with

TEAMS OF HORSES,

under a contract for twelve months certain, and further, until the expiration of three months' warning.

A form of the tender and conditions of contract may be seen in the Lobby of the Storekeeper-General's Department, Admiralty, Somerset House.

No tender will be received after two o'clock on the day of treaty; nor will any be noticed unless the party attends, or an agent for him duly authorized in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for Teams for Woolwich," and must also be delivered at the Department of the Storekeeper-General, Admiralty, Somerset House, accompanied by a letter signed by two responsible persons, engaging to become bound with the person tendering in the sum of £500 for the due performance of the contract.

CONTRACT FOR TIN PLATERER'S WARES.

Contract Department, Admiralty,
Somerset House, November 3,
1865.

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 28th instant, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying Her Majesty's several Dock Yards, with

TIN PLATERER'S WARES,

under a contract for twelve months certain, and afterwards, until the expiration of three months' warning.

Patterns of the articles may be seen, and the average annual consumption of each article at each of the Yards during the last three years may be ascertained on application at this Department, where forms of the tender and conditions of contract may be obtained.

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 Tin Platerer's Wares," and must also be delivered at the Storekeeper-General's Department, Admiralty, Somerset House, accompanied by a letter, signed by two responsible persons, engaging to become bound with the person tendering, in the sum of £500 for the due performance of the contract.

CONTRACTS FOR LEMON JUICE CASES AND WOODEN CASES TO CONTAIN CANS FOR OIL.

Contract Department, Admiralty,
Somerset House, November 7,
1865.

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 30th instant, at noon, 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 quantities of

LEMON JUICE CASES AND WOODEN CASES TO CONTAIN CANS FOR OIL,

as shall from time to time be demanded, under contracts for twelve calendar months certain, and further, until the expiration of three calendar months' warning.

Patterns of the cases may be seen at the Royal Victoria Yard at Deptford.

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, where the conditions of the contracts may also be seen.

No tender will be received after noon 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 the Department of the Comptroller of Victualling, Admiralty, Somerset House, signed by two responsible persons engaging to become bound with the person tendering in the sum of £200 for the due performance of each of the contracts.

CONTRACT FOR WORSTED GLOVES (FOR THE ROYAL MARINES).

Contract Department, Admiralty,
Somerset House, November 6,
1865.

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 28th instant, at noon, 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 quantities of

WORSTED GLOVES

(for the use of the Royal Marines),

as may be from time to time demanded under a contract for twelve calendar months certain, and further, until the expiration of three calendar months' warning.

Patterns of the gloves may be seen at the Royal Marine Office, New-street, Spring-gardens, between the hours of eleven and two.

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 contract may be seen.

No tender will be received after noon 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 Worsted Gloves," and must also be delivered at the Department of the Comptroller of Victualling, Admiralty, Somerset House, signed by two responsible persons, engaging to become bound with the person tendering in the sum of £200 for the due performance of the contract.

CONTRACT FOR BALL BAGS, &c.

(FOR THE ROYAL MARINES).

Contract Department, Admiralty,
Somerset House, November 16,
1865.

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 30th instant, at twelve at noon, 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 quantities of

BALL BAGS, FITTED WITH OIL BOTTLES COMPLETE,

as shall from time to time be demanded for the use of the Royal Marines, under a contract for twelve months certain, and further, until the expiration of three months' warning.

Patterns of the articles may be seen at the Royal Marine Office, New-street, Spring-gardens, between the hours of eleven and two.

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 contract may be seen.

No tender will be received after noon 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 Ball Bags, &c.," and must also be delivered at the Department of the Comptroller of Victualling, Admiralty, Somerset House, signed by two responsible persons, engaging to

become bound with the person tendering, in the sum of £200 for the due performance of the contract.

CONTRACT FOR COALS FOR HER MAJESTY'S DOCK YARDS AT PORTSMOUTH AND SHEERNESS.

Contract Department, Admiralty,
Somerset House, November 13,
1865.

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 28th instant, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying Her Majesty's Dock Yards at Portsmouth and Sheerness, with the undermentioned quantities of

		Tons.
PORTSMOUTH	Welsh Coals	7,000
	North Country Coals	3,000
SHEERNESS	Welsh Coals	1,400
	North Country Coals	600

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 Her Majesty's Dock Yards," and must also be delivered at the Storekeeper-General's Department, Admiralty, Somerset House, accompanied by a letter, signed by two responsible persons, engaging to become bound with the person tendering, in the sum of £20 per 100 tons of Coals, for the due performance of the contract.

CONTRACT FOR MARKS OF DISTINCTION.

Contract Department, Admiralty,
Somerset House, November 14,
1865.

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 30th instant, at noon, 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, Gosport, and Plymouth, all such

Marks of Distinction and Distinctive Badges for Petty Officers and Leading Seamen of Her Majesty's Navy,

as shall from time to time be demanded under a contract for twelve calendar months certain, and further, until the expiration of three calendar months' warning.

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, and at the Victualling Yards at Gosport and Plymouth, where the conditions of the contract and patterns of the articles may be seen.

No tender will be received after noon 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 Marks of Distinction," and must also be delivered at the Department of the Comptroller of Victualling, Admiralty, Somerset House, signed by two responsible persons, engaging to become bound with the person tendering in the sum of £200 for the due performance of the contract.

CONTRACT FOR BRITISH IRON.

Contract Department, Admiralty,
Somerset House, November 18,
1865.

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 16th January, 1866, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying Her Majesty's several Dock Yards with

BRITISH PLATE IRON,

under a contract for twelve calendar months certain from the 1st April, 1866, and further, until the expiration of three calendar months' warning.

A form of the tender, including a schedule of the iron and conditions of contract may be obtained on application at this Office.

No tender will be received after two o'clock on the day of treaty, nor will any be noticed unless the party attends, or an Agent for him duly authorized in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for British Iron," and must also be delivered at the Storekeeper-General's Department, Admiralty, Somerset House, accompanied by a letter signed by two responsible persons, engaging to become bound with the person tendering in the sum of £1,000 for the due performance of the contract.

CONTRACTS FOR VEGETABLES.

Contract Department, Admiralty,
Somerset House, November 18,
1865.

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 4th December next, at twelve o'clock at noon, they will be ready 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, 1866, to the 31st March, 1869, both days included; viz.:

ENGLAND.

Bradwell
Lymington
Newhaven
Ryde
Swanage
Torquay

Separate tenders must be made for each port, and at a rate per 100 pounds, instead of at per cwt.,

No. 23040.

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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.

The Lords Commissioners of the Admiralty reserve to themselves an unlimited power of selection in accepting the tenders.

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 Newhaven, or to the Postmaster at each of the other places.

No tender will be received after twelve o'clock at noon 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 Comptroller 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 VEGETABLES.

Contract Department, Admiralty,
Somerset House, November 18,
1865.

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 4th December next, at half-past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying all such quantities of Vegetables as may be demanded for the use of Her Majesty's Ships and Vessels at the following places, from the 1st April, 1866, to the 31st March, 1869, both days included, viz. :—

ENGLAND, &c.

Berwick
Chatham to Gillingham, inclusive
Cowes
Dartmouth
Deal and in the Downs
Exmouth
Falmouth
Hastings
Harwich
Holyhead
Hull, Hawke Roads, and in the Humber
Jersey and Guernsey
Littlehampton
Liverpool
London Bridge to Woolwich, inclusive
Lyme Regis
Milford Haven, Pembroke and Pater
Plymouth
Ramsgate
Sheerness, from below Gillingham to the
Great Nore, inclusive
Southampton
Weymouth
Whitstable
Yarmouth (North)

SCOTLAND.

Granton
Greenock
Leith, and Leith Roads, and Frith of
Forth
Queensferry

IRELAND.

Kingstown and Dublin
Mill Cove (Berehaven)
Queenstown and Kinsale
Sneem
Westport

Separate tenders must be made for each port, and at a rate per 100 lbs., instead of at per cwt., and no attention will be paid to offers not so made. Contractors in claiming payment for vegetables supplied are to make out their invoices in pounds at per 100 lbs.

The Lords Commissioners of the Admiralty reserve to themselves an unlimited power of selection in accepting the tenders.

Particular attention is called to the conditions of the contracts, which may be seen in the Lobby of the Department of the Comptroller of Victualling, Admiralty, Somerset-House, W.C., or by applying to the Superintendents of the Victualling Establishments at Deptford and Plymouth; the Superintendents of Her Majesty's Dockyards at Woolwich, Chatham, Sheerness, and Pembroke; the Agent for the Victualling at Haulbowline; the Officers conducting the Packet Service at Liverpool and Southampton; the Secretary to the Postmaster-General, Dublin; to the Collectors of Her Majesty's Customs at Berwick, Cowes, Dartmouth, Deal, Falmouth, Harwich, Hull, Jersey and Guernsey, Leith, Lyme, Ramsgate, Weymouth, Yarmouth, Greenock, 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 twelve at noon 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 Comptroller of Victualling, Admiralty, Somerset-House, and signed by two responsible persons, engaging to become bound with the person tendering in the sum of £200 for the due performance of the contract from London Bridge to Woolwich; and in the sum of £100 for each of the other contracts.

The Contractors to pay half the amount of the stamps on their contracts and bonds.

CONTRACTS FOR FRESH OX BEEF.

Contract Department, Admiralty,
Somerset House, November 18,
1865.

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 4th of December next, at twelve o'clock at noon, 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, 1866, both days included, viz. :—

ENGLAND, &c.

Plymouth (Oxen)
Portsmouth (Oxen)
Sheerness (Oxen)
Berwick
Bradwell
Cowes
Dartmouth
Dover
Deal, and in the Downs
Exmouth
Falmouth
Greenhithe
Gravesend
Hastings
Harwich
Hull, Hawke Roads, and in the Humber
Jersey and Guernsey
Littlehampton
Liverpool
London Bridge to Woolwich, inclusive
Lymington
Milford Haven
Pembroke and Pater
Netley
Newhaven
Penzance
Portland and Portland Roads
Ramsgate
Ryde
Southampton
Swanage
Torquay
Weymouth
Yarmouth (North)

SCOTLAND.

Ardrishaig
Granton
Greenock
Leith, Leith Roads, and Frith of Forth
Queensferry

IRELAND.

Belfast
Galway
Kingstown and Dublin
Killybegs
Kilrush
Lough Foyle
Mill Cove (Berehaven)
Queenstown and Kinsale
Sneem

N.B. The contractors are to supply good, fat, well-fed Ox Beef, as NO HEIFER MEAT will be admitted.

The Lords Commissioners of the Admiralty reserve to themselves an unlimited power of selection in accepting the tenders.

Particular attention is called to the conditions of the Sheerness contract, which is to include supplies to all ships and vessels between Chatham and the Great Nore, both inclusive; also the Naval Barracks at Sheerness.

Parties tendering for Portsmouth, Plymouth, and Sheerness, are to specify in their tenders a rate of 100 lbs. for live oxen, delivered in the usual manner; and also a rate for 100 lbs. for fresh ox beef, delivered in the carcass, should the Lords Commissioners of the Admiralty think proper to demand the beef to be delivered in the carcass, instead of live oxen, during any period of

the contract; and no attention will be paid to any offers not so made.

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 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 is to reside on the spot, or to have an agent resident there.

Conditions of the contracts 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, Berwick, Cowes, Dartmouth, Falmouth, Harwich, Hull, Jersey and Guernsey, Newhaven, Penzance, Rainsgate, Weymouth, Yarmouth, Greenock, Galway, Londonderry (for Lough Foyle); 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 twelve o'clock at noon 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 the 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 of Sheerness, 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.

London Chartered Bank of Australia.

(Incorporated by Royal Charter, 1852.)

No. 17, Cannon-Street, City, E.C.,

November 21, 1865.

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 8th 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 1st to the 8th of December, both days inclusive.

By order of the Court,

W. M. Young, Secretary.

The Colonial Life Assurance Company.

Edinburgh, No. 5, George-street,

May 24, 1865.

A PROVISIONAL Agreement having been entered into between the Standard Life Assurance Company and the Colonial Life Assurance Company for an amalgamation of their business, which agreement was approved and confirmed at a Special General Meeting of the Colonial Life Assurance Company, held on the 22nd day of May, 1865; and a requisition having since been addressed to me by the requisite number of Partners of the said Colonial Life Assurance Company, requesting me to call two Special General Meetings of the said Company, to resolve on and authorise the dissolution of the said Company, in terms of the contract of copartnership, with the view of carrying out the foresaid amalgamation,—

Therefore I do hereby give notice,

That a Special General Meeting of the Colonial Life Assurance Company will be held in their office, No. 5, George-street, Edinburgh, on Monday, the 11th day of December, 1865, at two o'clock in the afternoon, for the purpose of resolving on, and authorising such dissolution; and

That a Second Special General Meeting of the said Colonial Life Assurance Company will be held in the same place, on Monday, the 19th day of March, 1866, at two o'clock in the afternoon, for the same purpose.

By order of the Directors,

Will. Thos. Thomson, Actuary.

NOTICE is hereby given, that at a Special General Meeting of the Shareholders of the General Furnishing and Upholstery Company (Limited), held at the Company's Office, No. 3, Craven-street, Strand, London, on Wednesday, the 15th day of November, 1865, a Resolution for voluntarily winding up the Company was passed as follows, viz.:

"That it is advisable to wind up the Company and that accordingly the Company be wound up voluntarily under the provisions in that behalf of 'The Company's Act, 1862.'"

Dated this 16th day of November, 1865.

Edward H. Burnell, Chairman.

Lizard Serpentine Company (Limited).

AT an Extraordinary General Meeting of the above Company, held at No. 9, King's Arms-yard, Moorgate-street, in the city of London, on the 10th day of November, 1865, the resolutions which were passed unanimously by the Extraordinary General Meeting of the said Lizard Serpentine Company (Limited); held on the 20th day of October last; that is to say:—

1. "That the Lizard Serpentine Company, Limited, be dissolved on and from the date when this Resolution shall be duly confirmed in manner prescribed by Art. 134, of the Articles of Association of the Company, and that the affairs thereof be wound up voluntarily, be and the same is hereby confirmed.

2. "That Mr. Frederick Maynard, Accountant, of 19, Bread-street, London, be, and he is hereby appointed Liquidator for winding up the affairs of the Company in pursuance of the foregoing Resolution.

3. "That the Liquidator be and he is hereby authorised to sell and dispose of the property and effects of the Company at such time or times upon such terms and in such manner either by public auction or private contract or otherwise as

he shall deem most expedient, and either subject to or discharged from the debts and liabilities of the Company, and in the latter case to apply the proceeds thereof in liquidation of such debts and liabilities, with full power in the meantime to carry on the business of the Company, so far as he may consider necessary for the beneficial winding up thereof."

were unanimously confirmed

Edwd. Kerrich, *Chairman.*

Liverpool Borough Bank.

Notice of Meeting.

WE, John Barnes Brancker, 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 Contributory of the said Banking Company, and do hereby give notice that the same will be held on Thursday, the 21st day of December, 1865, at one o'clock in the afternoon, at the registered office of the said Banking Company, situate at No. 54, 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 eighth 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, 1865.

John B. Brancker.

Harwood W. Banner.

In the Matter of the New Club Company (Limited.)

THE Creditors of the above-named Club, who have not already done so, are required, on or before the 30th day of November, 1865, to send in their Names and Addresses, and the particulars of their debts or claims, to me, the undersigned, the Liquidator of the said Company, and in default thereof they will be excluded from the benefit of any distribution of the assets of the said Company.

—Dated the 17th day of November, 1865.

Wm. Turquand, *Tokenhouse-yard, Liquidator.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the late Solomon Hollins and James Frost, and Solomon Mitchell, carrying on business at Duke's-place, Liverpool-road, Manchester, as Contractors, under the style of Solomon Hollins, has been dissolved.—Dated this 15th day of November, 1865.

Mary Hallins,

E. T. Poore,

Executrix and Executor of
S. Hollins, deceased.

James Frost.

Solomon Mitchell.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Gordon and Thomas Rich, carrying on the trade or business of Chemists and Druggists, at Weston-super-Mare, in the county of Somerset, under the style or firm of Gordon and Rich, was dissolved by mutual consent, as and from the 1st day of September, 1865; and that in future the said business will be carried on by the said Thomas Rich on his separate account, who will pay and receive all debts owing from and to the said partnership.—Witness our hands this 14th day of November, 1865.

James Gordon.

Thomas Rich.

Westgate Hill, 19th October, 1865. ¶

NOTICE is hereby given, that the Copartnership heretofore carried on by Jane Reid and Rebecca Doughty Scott, as Hosiery and Milliners at Newcastle-upon-Tyne, under the firm of Reid and Scott, was this day dissolved by mutual consent; and Jane Reid is authorized to settle all debts due by the firm.

J. Reid.

R. D. Scott.

NOTICE is hereby given, that the Partnership between us the undersigned, Josiah Bonham and William Lyle Smith, in the trade or business of Boot and Shoe Manufacturers, carried on at No. 143, Hampstead-road, in the county of Middlesex, under the firm of Bonham and Smith, was this day dissolved by mutual consent.—Witness our hands this 16th day of November, 1865.

Josiah Bonham.

Wm. L. Smith.

NOTICE is hereby given, that the Partnership subsisting between us the undersigned, William Newell and Thomas Barker, heretofore carrying on business as Cotton Spinners, at Vale Mill, near Todmorden, in the county of Lancaster, under the name or style of Newell and Barker, has this day been dissolved by mutual consent.—Dated this 16th day of November, 1865.

William Newell.

Thomas Barker.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, John Chatterton, James Hallows, John Roach, and Frederick Kilshaw, under the style or firm of the Kuncorn Smelting Company, has been dissolved so far as regards the undersigned John Chatterton.—Dated this 18th day of November, 1865.

John Chatterton.

James Hallows.

John Roach.

Frederick Kilsaw.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Houliker and Daniel Thwaites, carrying on business at Blackburn, in the county of Lancaster, as Wholesale Dealers in Foreign and British Spirituous Liquors, Wines, and Porter, under the name, style, or firm of T. and W. Thwaites, is this day dissolved by mutual consent; and that all debts owing to or by the said firm will be received and paid by the said Daniel Thwaites, who will henceforth carry on the said business under the name, style, or firm of T. and W. Thwaites.—Dated this 15th day of November, 1865.

James Houliker, junr.

Daniel Thwaites.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Samuel Siddall and Thomas Baines, carrying on business at Blackburn, in the county of Lancaster, as Coal Merchants and Commission Agents, under the style or firm of Thomas Baines and Company, was this day dissolved by mutual consent.—Dated this 18th day of November, 1865.

Samuel Siddall.

Thomas Baines.

NOTICE is hereby given, that the Partnership between us the undersigned, Robert George Chipperfield and Ambrose Gibbons Ditton, carrying on business as Attorneys and Solicitors, at No. 3, Trinity-street, Southwark, under the name or firm of Chipperfield and Ditton, has been this day dissolved.—Witness our hands this 15th day of November, 1865.

R. G. Chipperfield.

A. G. Ditton.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Smith, Henry Bell, and George Maslin Smith, carrying on business as Common Brewers, at Carrington, in the county of Nottingham, was this day dissolved by mutual consent.—As witness our hands this 9th day of November, 1865.

Josh. Smith.

Henry Bell.

Geo. Maslin Smith.

WE, the undersigned, [lately carrying] on business together as Iron Merchants, at No. 24, Upper Thames-street, in the city of London, under the firm of Peter McKinlay and Co., hereby give notice, that we have dissolved the partnership existing between us as from the 30th of September last, and that the undersigned Robert Wilson Crosthwaite will by himself continue to carry on the said business in his own name, and will and is hereby authorized to receive, pay, and settle all outstanding accounts due to and by the said firm.—Dated this 18th November, 1865.

Peter McKinlay.

Robert Wilson Crosthwaite.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, William Abercrombie, David Abercrombie the younger, and Nicholas Abercrombie, carrying on business as Stuff Merchants, under the style or firm of Abercrombie, Brothers, in Bradford, in the county of York, has this day been dissolved by mutual consent. And all debts due to and owing by the late firm will be received and paid by the said William Abercrombie, by whom the business will henceforth be carried on.—Dated this 25th day of September, 1865.

William Abercrombie.
David Abercrombie, jr.
Nicholas Abercrombie.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Brown and William Nicholas Brown, carrying on business as Medical Glass Manufacturers, and Dealers in Glass, China, and Earthenware, at No. 46, Farringdon-street, in the city of London, under the style or firm of George and William Brown, was, on the 18th day of November instant, dissolved by mutual consent.—Dated this 18th day of November, 1865.

George Brown.
Willm. N. Brown.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, George Mathews and James Mathews, in the trade or business of China and Glass Manufacturers, carried on at No. 22, Finsbury Pavement, in the city of London; was this day dissolved by mutual consent; and in future the said business will be carried on by the said James Mathews on his separate account, at No. 12, Finsbury-place, in the county of Middlesex, by whom all debts due to and owing by the said firm will in future be received and paid.—Dated this 31st day of October, 1865.

George Mathews.
James Mathews.

NOTICE is hereby given, that the Partnership between the undersigned, trading at Liverpool and in London, under the style of Bromham and Lewis, as Ship and Insurance Brokers, was dissolved on the 30th day of September last.—Dated the 3rd day of November, 1865.

William Bromham.
Wm. Lewis.

NOTICE is hereby given, that the Partnership formerly subsisting between the undersigned, George Ratcliffe Woodward, Thomas Rees, and Lambert Thomas Rees, at Liverpool, in the county of Lancaster, under the firm of Woodward, Rees, and Company, as Malt Factors and Corn Merchants, has been dissolved by mutual consent.—Dated this 6th day of November, 1865.

George Ratcliffe Woodward.
Thomas Rees.
Lambert Thomas Rees.

NOTICE is hereby given, that the Partnership lately subsisting between and carried on by us under the style or firm of Michael Ratsey and Sons, as Ship and Yacht Builders at West Cowes, in the Isle of Wight, was this day dissolved.—Dated this 9th day of August, 1865.

Michael Ratsey.
Richard Stephens Ratsey.
Michael Edward Ratsey.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Richard Nichols and Edward Knowles, carrying on business as Woolstaplers at Bradford, in the county of York, under the style or firm of Nichols and Knowles, has been dissolved this day by mutual consent; and that all debts owing to and from the said firm will be received and paid by the undersigned, Richard Nichols, who will henceforth carry on the said business on his own account.—Dated this 17th day of November, 1865.

Richard Nichols.
Edward Knowles.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Eli Bottomley, Edward Holdsworth, and Charles Howard, carrying on business as Stuff Manufacturers at Bradford, in the county of York, under the style or firm of Eli Bottomley and Company, has been dissolved this day by mutual consent; and that all debts owing to and from the said partnership will be received and paid by the undersigned, Eli Bottomley and Edward Holdsworth, who will henceforth carry on the said business on their own account, under the firm of Bottomley and Holdsworth.—Dated this 15th day of November, 1865.

Eli Bottomley.
Edward Holdsworth.
Chas. Howard.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Benjamin Bebro, Marcus Bebro, and Joseph Bebro, carrying on business in copartnership at No. 45, Cannon-street, in the city of Manchester, as Job and Fent Merchants, under the style or firm of Bebro, Brothers, has been this day dissolved by mutual consent. The said business will in future be carried on by the said Marcus Bebro, under the style or firm of Marcus Bebro and Company, by whom all debts due to and owing by the said firm of Bebro, Brothers, will be received and paid.—Dated this 16th day of November, 1865.

Benjamin Bebro.
Marcus Bebro.
Joseph Bebro.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Higginbotham and William Higginbotham, carrying on business at Sheffield, in the county of York, as Scissors and Razor Manufacturers, is this day dissolved by mutual consent. All debts due to and owing by the said parties will be received and paid by the said George Higginbotham.—Dated this 9th day of October, 1865.

Geo. Higginbotham.
William Higginbotham.

NOTICE is hereby given, that the Partnership existing between the undersigned, Charles Miller the younger and John Alfred Vesey, as Photographers and Stationers, carried on by us at No. 36, Baker-street, Portman-square, in the county of Middlesex, was this day dissolved by mutual consent.—Dated this 18th day of November, 1865.

Charles Miller, junr.
John A. Vesey.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Frederick Patey Chappell and John Shoard, of No. 26, Golden-square, in the county of Middlesex, in the profession of Attornies-at-Law and Solicitors, under the style or firm of Chappell and Shoard, was, on the 10th day of October last, dissolved by mutual consent.—As witness our hands this 17th day of November, 1865.

Fredk. Patey Chappell.
John Shoard.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charlotte Pendrey and Michael Pendrey, of Addlestone, in the parish of Chertsey, in the county of Surrey, Ironmongers and Wheelwrights, was dissolved by us by mutual consent as from the 9th day of October instant.—As witness our hands this 24th day of October, 1865.

Charlotte Pendrey.
Michael Pendrey.

[Extract from the Edinburgh Gazette of November 17, 1865.]

NOTICE.

THE interest of the late William Harvey, Junior, and his representatives, in the Company and business carried on by him and the Subscriber, Robert Donald Robertson, under the firm of Robert Cowan and Company, Merchants and Corn Factors, Glasgow, has ceased. Signed at Glasgow, this 14th day of November, 1865, by a quorum of the trustees and executors of the said William Harvey, junior, and by the said Robert Donald Robertson, before the subscribing witnesses.

Barnett Harvey,
J. Mitchell Harvey,
David Wilson,
Thomas Harvey,

A quorum of the Trustees and Executors of William Harvey, junior.

R. D. Robertson.

Signed by all the parties before and in presence of

JOHN ANNAN BAYCE, residing at Bowes-hill, Blantyre, Apprentice-at-Law.
CUNNINGHAMS MONTEATH, residing at No. 21, Abbotsford-place, Glasgow, Law-Clerk.

[Extract from the Dublin Gazette of November 7, 1865.]

NOTICE OF DISSOLUTION OF PARTNERSHIP.

NOTICE is hereby given, that the Partnership for some time subsisting between William Dickey Henderson and Alexander Porter Henderson, of No. 14, Corporation-street, Belfast, in the county of Antrim, as General Merchants, Insurance, and Commission Agents, under the firm

of W. D. Henderson and Sons, has been this day dissolved by mutual consent; all debts due by and to the said firm will be paid and received by the said William Dickey Henderson, who will continue to carry on the business on his own account, under the said firm of W. D. Henderson and Sons.

Dated this 9th October, 1865.

W. D. Henderson.
A. P. Henderson.

Signed by the said W. D. Henderson, in presence of—

WILLIAM CARSON, Solicitor, Belfast.

Signed by the said A. P. Henderson, in presence of—

JOHN NORTH, Solr., Leeds.

MISS MARY WICKENDEN, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors, and all other persons having any debt, claim, or demand against or upon the estate of the late Mary Wickenden, late of Cyprus House, Frindsbury, near Rochester, in the county of Kent, Spinster, deceased (who died on the 18th day of September, 1865, and probate of whose will was, on the 11th day of October following, granted to Thomas Wickenden, of Frindsbury, near Rochester aforesaid, Esquire, by the Principal Registry of Her Majesty's Court of Probate), are hereby required to send particulars to us, the undersigned, as Solicitors to the said executor, on or before the 30th day of December, 1865, at the expiration of which time the said executor will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard only to the debts, claims, and demands of which he shall then have received notice; and that the said executor will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debts, claims, or demands he shall not then have received notice.—Dated this 18th day of November, 1865.

WORDSWORTH, GREATHEAD, and BLAKE, South Sea House, Threadneedle-street, Solicitors for the Executor.

GEORGE THOMSON JACOB, Esquire, formerly a Captain in Her Majesty's 4th Dragoon Guards, Deceased.

Pursuant to the Act of Parliament, of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors, and all other persons having any debt, claim, or demand against or upon the estate of George Thomson Jacob, late of No. 35, Jermyn-street, Saint James's, and of Shillingstone, in the county of Dorset, formerly a Captain in Her Majesty's 4th Dragoon Guards, deceased (who died on the 24th day of June, 1865, and probate of whose will, with a codicil thereto, was, on the 12th day of August following, granted to Francis Hastings Gustavus Nicollis, of Ashorne, near Leamington, in the county of Warwick, Esquire, by the Principal Registry of Her Majesty's Court of Probate), are hereby required to send particulars to us, the undersigned, as Solicitors to the said executor, on or before the 30th day of December, 1865, at the expiration of which time the said executor will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which he shall then have received notice; and that the said executor will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debts, claims, or demands he shall not then have received notice.—Dated this 18th day of November, 1865.

WORDSWORTH, GREATHEAD, and BLAKE, South Sea House, Threadneedle-street, London, Solicitors for the Executor.

MARY CLAPHAM, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled, "An Act to further amend the Law of Property; and to relieve Trustees."

NOTICE is hereby given, that the creditors, and all other persons having any claim or demand against or upon the estate of Mary Clapham, late of Utley, in the parish of Keighley, in the county of York, Spinster (who died on the 21st day of March, 1865, at Utley aforesaid, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 8th day of April, 1865, by John William Wright, of Morton, in the parish of Bingley, in the said county, Paper Maker, and John Clapham, of No. 13, Albert-place, Seedy-road, Pendleton, Manchester, in the county of Lancaster, Fancy Dress Manufacturer, the executors of the said will), are, on or before the 15th day of March, 1866, to send by post,

prepaid, to the said executors, at the offices of their Solicitors, Messrs. Wright and Waterworth, of Keighley aforesaid, their Christian and surnames, addresses, and descriptions, the full particulars of their debts, claims, and demands, a statement of their accounts, and the nature of the securities (if any) held by them; at the expiration of which time the said executors will proceed to distribute the assets of the said Mary Clapham among the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and they will not be liable for the assets 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 16th day of November, 1865.

WRIGHT and WATERWORTH, Keighley, Solicitors to the said Executors.

MARIA HALLTON, Widow, Deceased.

Notice to Creditors, pursuant to the Statute 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

ALL persons having any debt or claim against or upon the estate of Mrs. Maria Hallton, late of No. 23, Henrietta-street, Brunswick-square, London, Widow, who died on the 28th day of October, 1865, and whose will was proved by Edward William Gamman, the sole executor therein named, in the Principal Registry of Her Majesty's Court of Probate, on the 14th day of November, 1865, are hereby required to deliver the particulars of such debt or claim to the said Edward William Gamman, at the office of his Solicitor, Mr. Reginald Hay Wilkins, No. 19, King's-arms-yard, Coleman-street, E.C., on or before the 1st day of January next, at the expiration of which time the said executor will distribute the assets of the deceased among the parties entitled thereto, having regard only to the debts or claims of which the said executor shall then have had notice.—Dated this 17th day of November 1865.

REGINALD H. WILKINS, No. 19, King's-arms-yard, Coleman-street, London, E.C., Solicitor to the said Executor.

ROBERT DUNDAS THOMSON, M.D., Deceased.

Statute 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Robert Dundas Thomson, late of No. 41, York-terrace, Regent's-park, in the county of Middlesex, M.D. (who died on the 17th day of August, 1864, and whose will was proved on the 24th day of November following, in Her Majesty's Court of Probate, by Margaret Agnes Thomson, James Thomson, Thomas Thomson, and Robert Scorce, the executrix and executors therein named), are hereby required to send in their claims to us, the undersigned, as the Solicitors of the said executrix and executors, on or before the 31st day of December next, at the expiration of which time the said executrix and executors will apply the assets of the said testator in accordance with the provisions of his said will; and for the estate so applied, they will not be liable to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 20th day of November, 1865.

UPTONS, JOHNSON, and UPTON, No. 20, Austin-friars, London, Solicitors for the said Executrix and Executors.

EDWARD WALKER, Esq., Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and claimants against the estate of Edward Walker, late of Thirtleby, in Holderness, in the county of York, Gentleman, deceased (who died on the 1st day of August, 1864, and whose will was proved by William Graves Walgate, of Westhill, in Holderness aforesaid, Yeoman; Godfrey Richard Park, of Hedon, in Holderness aforesaid, Gentleman, and Samuel Petchell, of Carlton, in Holderness aforesaid, Yeoman, the executors in the said will named, on the 5th day of October, 1864, in the District Registry at York, attached to Her Majesty's Court of Probate), are hereby required to send particulars of their debts or claims, in writing, to me the undersigned, as the Solicitor of the said executors, at my office as under-mentioned, on or before the 11th day of January 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 the 14th day of November, 1865.

G. R. PARK, Solicitor to the said Executors, Hedon, and No. 13, Bowlalley-lane, Hull.

ROBERT PUNSHON, Deceased.
Pursuant to an Act of Parliament, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

ALL persons having any claim or demand upon the estate or effects of Robert Punshon, late of No. 10, St. Leonard-street, Pimlico, in the county of Middlesex, Stonemason and Builder (who died on the 3rd day of March, 1848), are hereby required to deliver particulars of their claims or demands to us the undersigned, as Solicitors to William Hardy, of No. 28, Broadway-terrace, College-street, North, Camden-town, in the said county of Middlesex, Engraver, the executor of the said deceased, on or before the 1st day of January, 1866, after which date the said executor will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard to those claims only of which the said executor shall then have had notice.—Dated this 16th day of November, 1865.

ELDRED and ANDREW, Solicitors, No. 8, Great James-street, Bedford-row, W.C.

MARTHA GRISDALE, Deceased.
Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any debt or claim against the estate of Martha Grisdale, late of Hensingham, in the county of Cumberland, Widow (who died on the 5th day of June, 1865, and whose will was proved in the District Registry of Carlisle, attached to Her Majesty's Court of Probate on the 17th day of July, 1865), are hereby required to send in the particulars of such debt or claim to me the undersigned, the Solicitor to the executor, on or before the 1st day of December next, at the expiration of which time the said executor will proceed to distribute the assets of the said testatrix amongst the parties entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and that the said executor will not be liable for the assets so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 15th day of November, 1865.

JOHN FOX, Solicitor to the Executor, Lowther-street, Whitehaven.

LORD CHARLES FITZROY, Deceased.
Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled, "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debt or claim against or upon the estate of the Right Honourable Charles Fitzroy, commonly called Lord Charles Fitzroy, late of Elm Lodge, Hampton, in the county of Middlesex, deceased, who died on the 17th day of June, 1865, and to whose estate and effects letter of administration were granted by Her Majesty's Court of Probate on the 13th day of July, 1865, to Cavendish Charles Fitzroy, Esquire, the administrator therein named, are required to send particulars of their debts or claims on or before the 20th day of December, 1865, to Messrs. Farrer, Ouvry, and Farrer, of No. 66, Lincoln's-inn-fields, London, Solicitors to the said administrator. And notice is hereby given, that after the said 20th day of December, 1865, the said administrator will proceed to distribute the assets of the said Lord Charles Fitzroy among the parties entitled thereto, having regard to the claims of which the said administrator may then have had notice; and he will not be answerable or liable for the assets so distributed, or any part thereof, to any person of whose claim he shall not then have had notice.—Dated this 16th day of November, 1865.

FARRER, OUVRY, and FARRER, No. 66, Lincoln's-inn-fields, London, Solicitors for the Administrator.

The Right Honourable DIANA, COUNTESS of CLARE, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any debt or claim against or upon the Right Honourable Diana, Countess of Clare, deceased (who died on the 29th day of September last), are hereby required to send in full particulars of their claims to us the undersigned, on or before the 15th day of January, 1866, at the expiration of which time the executors of the will of the deceased will proceed to distribute the assets of the said Countess of Clare among the parties entitled thereto, having regard to the claims of which the said executors shall then have had notice; and the said executors will not be liable for the assets so distributed to any person of whose debt or claim they shall not have had notice at the time of such distribution.—Dated this 17th day of November, 1865.

LEMAN and CO., No. 51, Lincoln's-inn-fields, London, Solicitors for the Executors of the will of the deceased.

Re WILLIAM ROBERTS, Deceased.
Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and others having any claims or demands against or affecting the estate of William Roberts, late of Regent House, High-street, in the town and county of Carnarvon, Draper, (who died on the 20th day of June, 1865,) are hereby required to send their claims and demands to Dinah Roberts, of Regent House aforesaid, Widow, the administratrix of the deceased, or to the undersigned, as her Solicitor, on or before the 30th day of November, 1865, at the expiration of which time the said administratrix will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard to the claims of which she shall therein have had notice; and the said administratrix will not be liable for the assets so distributed to any person of whose debt or claim she shall not then have had notice.

RICHARD DAVID WILLIAMS, Porth yr Aur, Carnarvon, Solicitor to the Administratrix.

WILLIAM ELLIS, Deceased.
Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and all other persons having any claims or demands against the estate of William Ellis, late of Shalford, in the county of Surrey, Tanner, deceased (who died on the 10th day of February, 1864, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 5th day of July, 1864, by Eliza Jane Ellis, Widow, the relict of the said deceased, and James Hinton, of Market Lavington, in the county of Wilts, Land Agent, two of the executors therein named), are hereby required to send the particulars in writing of their debts, claims, or demands to the said executors, at the office of their Solicitor, Henry Marshall, of Godalming, Surrey, on or before the 16th day of January next, at the expiration of which time the said executors will distribute the assets of the said William Ellis among the parties entitled thereto, having regard only to the debts, claims, and demands of which the said executors shall then have had notice; and the said executors will not in respect of the said assets so distributed, be liable to any person of whose debt, claim, or demand the said executors shall not then have had notice.—Dated this 18th day of November, 1865.

HY. MARSHALL, Godalming, Surrey, Solicitor to the said Executors.

EDWARD FREDERICK SPILLER, Deceased.
Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that the creditors and all other persons having any debt, claim, or demand against or upon the estate of Edward Frederick Spiller, late of No. 55, Jermyn-street, Saint James's, in the county of Middlesex, and some time of the city of Mexico, Esquire, deceased (who died on the 22nd day of May, 1865, and letters of administration of whose will with the will annexed, were on the 17th day of July following, granted by the Principal Registry of Her Majesty's Court of Probate to Caroline Maria Isabella Spiller, of Mostyn Villa, Tonbridge Wells, in the county of Kent, Spinster), are hereby required to send particulars to us, the undersigned, as Solicitors to the said administratrix, with the will annexed, on or before the 30th day of December, 1865, at the expiration of which time the said administratrix, with the will annexed, will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which she shall then have received notice; and that the said administratrix, with the will annexed, will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debts, claims, or demands she shall not then have received notice.—Dated this 18th day of November, 1865.

WORDSWORTE, GREATHEAD, and BLAKE, South Sea House, Threadneedle-street, London, Solicitors for the Administratrix, with the Will annexed.

MARY ANN ROBSON, Deceased.
Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against or upon the estate of Mary Ann Robson, late of Bishopwearmouth, in the county of Durham, Widow, deceased, who died on the 6th day of October last past, and whose will was proved in the Durham District Registry of Her Majesty's Court of Probate on the 3rd day of November instant, by Henry Hylton Taylor, of Bishopwearmouth aforesaid, Surgeon, one of the executors therein named, are required, on or before the

14th day of February next, to send in the particulars of such claims or demands to the said Henry Hylton Taylor, or to his Solicitors, Messrs. H. B. and C. Wright, Solicitors, Sunderland and Seaham Harbour; and notice is hereby also given, that on or soon after the 14th day of February next the said executor will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims and demands of which he shall then have notice; and the said executor will not be answerable for any assets so distributed, or any part thereof, to any person whose claim or demand he shall not have had notice previously to the time of such distribution.—Dated this 14th day of November, 1865.

H. B. and C. WRIGHT, Sunderland and Seaham Harbour, Solicitors to the said Executor.

SOLOMON HOLLINS, 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 persons having any debt or claim against or upon the estate of Solomon Hollins, late of Glen View, Eccles, New Road, Salford, in the county of Lancaster, Contractor, deceased, who died on the 29th day of March, 1865, are hereby required to send in their claims to me, the undersigned, the Solicitor to the trustee and executor under the will of the deceased, on or before the 25th day of December next, at the expiration of which time the trustee and executor will proceed to deal with and distribute, the assets of the said Solomon Hollins, among the parties entitled thereto, having regard to the claims of which the said trustee and executor shall then have had notice; and the said trustee and executor will not be liable for the assets so dealt with, to any person of whose debt or claim he shall not have had notice at the time of such distribution of, and dealing with, such assets.—Dated this 17th day of November, 1865.

JNO. C. NEEDHAM, No. 3, York-street, Manchester, Solicitor to the Trustee and Executor of the Deceased.

DAVID GODDEN, 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, 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 debt, claim, or demand, upon or against the estate of David Godden, formerly of Folkestone, in the county of Kent, Cabinet Maker, and late of Dover, in the same county, Gentleman (who died on the twenty-third day of August, one thousand eight hundred and sixty-five, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 6th day of November instant, by Thomas Cullen and Thomas Jeffery, the executors appointed by the said will), are hereby required to send the particulars of their respective debts, or claims, to Messrs. Dawes and Sons, of No. 9, Angel-court, Throgmorton-street, London, the Solicitors of the said Thomas Cullen and Thomas Jeffery, the executors, on or before the 20th day of December next, after which last-mentioned day the said executors will proceed to distribute the assets of the said David Godden among the persons entitled thereto, having regard only to the debts or claims of which they shall then have had notice; and the said Thomas Cullen and Thomas Jeffery will not be liable for the assets so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 16th day of November, 1865.

DAWES and SONS, No. 9, Angel-court, Throgmorton-street, London, Solicitors for the Executors.

THOMAS SAVORY GILPIN, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, cap. 35, intitled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that the creditors and all persons having any claims against the estate of Thomas Savory Gilpin, Master Mariner and Shipowner, deceased, formerly residing at The Grove, Hammersmith, Middlesex, also at Yeovil, Somersetshire, also at Plymouth, Devonshire, and who at the time of his death, which happened at sea, was in command of the ship Minnie, of which he was owner (who died on the 7th day of June, 1865, and of whose personal estate and effects letters of administration, with his will annexed, have been granted by Her Majesty's Court of Probate to George Gilpin, of No. 17, Caroline-place, Stonehouse, Devonshire, a Master in the Royal Navy), are hereby required to send particulars of such claims to the said George Gilpin, at the office of his Solicitor, Mr. J. Elliott Fox, No. 115, Chancery-lane, London, W.C., on or before the 31st day of January, 1866, at the expiration of which time the said George Gilpin will proceed to apply the assets of the said deceased in due course of law, having regard only to those claims of which he shall then have notice; and the said George Gilpin will

not be liable for the assets, or any part thereof, so applied or distributed to any person of whose claim he shall not then have had notice.—Dated this 17th day of November, 1865.

J. ELLIOTT FOX, No. 115, Chancery-lane, London, W.C., Solicitor for the said Administrator.

DANIEL ARTHUR GOOD, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chap. 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 debt or claim upon or affecting the estate of Daniel Arthur Good, late of Wilton, in the county of Wilts, Coal-Merchant, who died on the 2nd day of September, 1865, and of whose estate and effects letters of administration were granted to Mary Good, of Wilton aforesaid, Widow of the deceased, on the 14th day of October, 1865, are hereby required to send in the particulars of their claims to the said Mary Good, or to the undersigned, her Solicitor, on or before the 1st day of January, 1866, at the expiration of which time the said administratrix will proceed to distribute the assets of the said intestate amongst the persons entitled thereto, having regard to the debts and claims only of which the said administratrix shall then have had notice; and the said administratrix will not be liable for the assets so distributed to any person of whose debt or claim she shall not have had notice at the time of such distribution.—Dated the 17th day of November, 1865.

R. M. WILSON, Salisbury, Solicitor to the said Administratrix.

PURSUANT to a Decree of the High Court of Chancery, made in a cause White against White, the creditors and incumbrancers on the real estate of Robert White, late of Compton Bassett, in the county of Wilts, Farmer, who died in or about the month of March, 1865, are, on or before the 7th day of December, 1865, to send by post, prepaid, to Messrs. Lewis, Wood, and Street, of No. 6, Raymond's-buildings, Gray's-inn, in the county of Middlesex (W.C.), the Solicitors of the above-named defendants, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situated in the Rolls-yard, Chancery-lane, Middlesex, on Thursday, the 21st day of December, 1865, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 17th day of November, 1865.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Henry Brien, and in a cause Moss against Moss, the creditors of Henry Brien, late of Feltham Lodge, Feltham, in the county of Middlesex, Esquire, who died in or about the month of November, 1860, are, on or before the 13th day of December, 1865, to send by post, prepaid, to Messrs. Symes and Sandilands, of No. 33, Fenchurch-street, in the city of London, the Solicitors of the defendant, Charles Moss, the executor of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situate in the Rolls-yard, Chancery-lane, Middlesex, on Tuesday, the 19th day of December, 1865, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 17th day of November, 1865.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Robert John Silby Woodriddle, and in a cause John Joseph Woodriddle against Ann Woodriddle, Widow, the creditors of Robert John Silby Woodriddle, late of No. 35, Clark's-orchard, Rotherhithe, in the county of Surrey, Dealer in Wearing Apparel, who died in or about the month of May, 1864, are, on or before the 15th day of December, 1865, to send by post, prepaid, to Messrs. Hawks, Willmott, and Stokes, of No. 82, High-street, in the borough of Southwark, the Solicitors of the defendant, Ann Woodriddle, the administratrix of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Stuart, at his chambers, situated at No. 12, Old-square, Lincoln's-inn, Middlesex, on the 20th day of December, 1865, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 14th day of November, 1865.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Nathan Budge and others against George Gummow and another, the creditors of Michael Gummow, late of No. 50, Vauxhall-walk, Lambeth, in the county of Surrey, Gentleman, who died in or about the month of November, 1845, are, on or before the 15th day of December next, to send by post, prepaid, to Mr. Edward Hart Smith, of No. 12, Clement's-inn, London, the Solicitor of the plaintiffs, Nathan Budge and Isaac Spratt, executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir William Page Wood, at his chambers, situated at No. 11, New-square, Lincoln's-inn, Middlesex, on Friday, the 22nd day of December, 1865, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 16th day of November, 1865.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Richard Bell, and in a cause Edgar Mulliner and James Cooper against Richard Bell, the creditors of the said Richard Bell, late of Wandsworth, in the county of Surrey, Lucifer Match Manufacturer, who died in or about the month of January, 1865, are, on or before the 15th day of December, 1865, to send by post, prepaid, to Mr. Ambrose Haynes, of Wandsworth aforesaid, the Solicitor of the defendant Richard Bell, the administrator of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor, at his chambers, situated No. 11, New-square, Lincoln's-inn, in the county of Middlesex, on Friday, the 22nd day of December, 1865, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 15th day of November, 1865.

PURSUANT to a Decree of the High Court of Chancery, made in the Matter of the estate of William Scott Nott, deceased, and in a cause John Nott, an infant, by his next friend, against Elizabeth Nott, the creditors of the above named William Scott Nott, late of Swansea, in the county of Glamorgan, Licensed Victualler, who died in or about the month of May, 1865, are, on or before the 15th day of December, 1865, to send by post, prepaid, to Thomas Simey, of No. 11, Serjeants' Inn, Fleet-street, in the city of London, the Solicitor of the defendant, the administratrix of the said William Scott Nott, their Christian and surnames, addresses, and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any), held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Wood, at No. 11, New-square, Lincoln's Inn, Middlesex, on Saturday, the 13th day of January, 1866, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 20th day of November, 1865.

In the Matter of a Deed of Assignment for the equal benefit of the creditors of Frederick Prosser, formerly of the Old Brewery, Cardiff.

NOTICE is hereby given, that the Trustee of the said Deed will, on the 28th day of November instant, declare a Final Dividend among the creditors of the above-named Frederick Prosser, and that all creditors who have not already received Dividends on their respective debts will be excluded from any benefit under the said Deed, unless they deliver particulars of their claims to the undersigned Solicitors, or to Messrs. Alexanders and Daniel, No. 49, Broad-street, Bristol, the Accountants of the said estate, on or before the said 28th day of November.—Dated the 17th day of November, 1865.

VASSALL and PARR, No. 1, Small-street, Bristol, Solicitors to the said Trustee.

Re William Lynham's Assignment.

WHERRAS by a Deed bearing date the 5th day of May, 1865; William Lynham, of Stockport, in the county of Chester, Innkeeper, conveyed and assigned all his freehold, real, leasehold, and personal estate and effects (except his necessary wearing apparel) to Manfred Byron Mason, of the city of Manchester, in the county of Lancaster, Wine and Spirit Merchant, as trustee, for the equal benefit of the creditors of the said William Lynham, and whereas the said deed having been duly executed or by writing assented to by a majority in number, representing three-fourths in value of the creditors of the said William Lynham, was, on the 31st day of May, 1865, duly registered in the Court of Bankruptcy, London, pursuant to

the provisions of "The Bankruptcy Act, 1861," and thereby became binding on all the creditors of the said William Lynham. Notice is hereby given that the said trustee purposes at the expiration of fourteen days from the 27th day of November, 1865, to declare and pay to all the creditors of the said William Lynham who shall have executed, or by writing assented to the said deed before the expiration of the said fourteen days, a Dividend on the amount of their respective debts, and that all creditors who shall not have executed or by writing assented to such deed at the expiration of the said fourteen days from the 27th day of November, 1865, will be excluded from such dividend.—Dated this 18th day of November, 1865.

NOTICE is hereby given, that the Trustees appointed in and by a certain deed of assignment, bearing date the 19th day of May, 1865, for the benefit of the creditors of Peter Rothwell Arrowsmith, of Bolton, in the county of Lancaster, Cotton Spinner, are about to declare a Final Dividend. All the creditors of the said Peter Rothwell Arrowsmith are required, on or before the 23rd day of December, 1865, to send in particulars of their respective claims to Messrs. Broome, Child, Murray, and Company, Public Accountants, King-street, Manchester, or to the undersigned. And notice is hereby further given, that after the said 23rd day of December, 1865, the trustees will proceed to distribute the assets among the parties entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated the 17th day of November, 1865.

ATKINSON, SAUNDERS, and CO., No. 3, Norfolk-street, Manchester, Solicitors to the Trustees.

The Bankruptcy Act, 1861.

In the Matter of a Deed of Conveyance for the benefit of Creditors, executed by Richard Davies Oliver, of No. 81, Stokes-croft, in the city of Bristol, Grocer.

NOTICE is hereby given, that the above deed has been perfected under the said Act for binding all the creditors of the said Richard Davies Oliver, and a Meeting will be held at my offices, on Friday, the 1st day of December next, at twelve o'clock at noon, for the purpose of Auditing the Accounts, and declaring a Dividend. The Trustee will, at such meeting, declare a Dividend on claims only of which he shall then have notice.—Dated this 18th day of November, 1865.

ALFRED HENDERSON, No. 50, Broad-street, Bristol, Solicitor to the Trustee.

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—14,889.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—20th October, 1865.

Date of execution by Debtor—20th October, 1865.

Name and description of the Debtor, as in the Deed—John Charlesworth, of Heckmondwike, in the county of York, Fishmonger, Beer Retailer, and Eating-house Keeper.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Joseph Jackson, of Heckmondwike aforesaid, Mechanic (surety), second part; and all creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the creditors of the debtor release him from their debts; in consideration of such release the said debtor and his surety covenanted with the debtor's creditors to pay them a composition of two shillings and sixpence in the pound upon their several debts, on the 7th day of December next.

When left for Registration—15th November, 1865, 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—14,909.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—10th November, 1865.

Date of execution by Debtor—10th November, 1865.

Name and description of the Debtor, as in the Deed—Marcel Vallette, of No. 86, Wardour-street, Oxford-street, in the county of Middlesex, Hotel Keeper.

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 all his creditors the amount of their debts, in full, by three equal instalments, on 1st January, 1867, 1st January, 1868, and 1st January, 1869; with a release from the creditors to the debtor.

When left for Registration—16th November, 1865, 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—14,928.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—25th October, 1865.

Date of execution by Debtor—25th October, 1865.

Name and description of the Debtor, as in the Deed—Jane Gee, of Nos. 28 and 30, Great Nelson-street, in the borough of Liverpool, in the county of Lancaster, Starch Manufacturer, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Richard Sherrington, of No. 387, Scotland-road, also in the borough of Liverpool, in the county of Lancaster aforesaid, Tallow Chandler (surety), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor agrees to pay, and the creditors to accept, a composition of five shillings in the pound, in full, of all their debts, to be paid by two equal instalments, on the 1st November, 1865, and 1st February, 1866, this last instalment being guaranteed by the said Richard Sherrington.

When left for Registration—17th November, 1865, 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—14,930.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—25th October, 1865.

Date of execution by Debtor—25th October, 1865.

Name and description of the Debtor, as in the Deed—Mark Johnson, of Hayton, in the county of Lancaster, Chemist and Druggist, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Smith Langrigg, of No. 38, Saint James-street, in the borough of Liverpool, in the county of Lancaster, Chemist and Druggist, second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor agrees to pay and the creditors agree to accept a composition of six shillings and eight pence in the pound, in full discharge of all their debts, to be paid by three instalments, on or before the 21st November, 1865, the 21st February, 1866, the 21st May, 1866, the said several payments being guaranteed by the said William Smith Langrigg.

When left for Registration—17th November, 1865, 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—14,932.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—6th November, 1865.

Date of execution by Debtors—6th November, 1865.

Names and descriptions of the Debtors, as in the Deed—Epiniondas Paul Caralambi, of No. 27, Leadenhall-street, in the city of London, and Patroclus Paul Caralambi, of Patras, in the Kingdom of Greece, carrying on the business of Merchants in copartnership together

in the city of London, under the firm of E. P. Caralambi, and at Patras aforesaid under the firm of S. P. Caralambi and Co., and at Trieste, in the Empire of Austria, under the firm of Caralambi, Brothers and Co., first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Nicholas De Sylla Zucco, of Threadneedle-street, London (trustee), Ship and Insurance Broker, second part; the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtors covenant with the trustee to pay to the creditors two shillings in the pound on their respective debts, by two equal instalments of one shilling each, the first instalment on demand, and the second on 1st of May, 1866; and a release from the creditors.

When left for Registration—17th November, 1865, 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—14,933.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—14th November, 1865.

Date of execution by Debtor—14th November, 1865.

Name and description of the Debtor, as in the Deed—Joseph William Sharples, of London-road, in the city of Manchester, in the county of Lancaster, Watch-maker, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Robert Peel, of Princess-street, Manchester aforesaid, Accountant (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor agrees to pay his creditors upon their respective debts, and in discharge thereof, a composition of ten shillings in the pound, by three equal instalments at three, six, and nine calendar months from the date of the deed, such instalments being secured by the promissory notes of the debtor; and a release by the creditors to the debtor.

When left for Registration—17th November, 1865, 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—14,934.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—21st October, 1865.

Date of execution by Debtor—21st October, 1865.

Name and description of the Debtor, as in the Deed—Thomas Yuill, of No. 14, Sydney-square, Stepney, in the county of Middlesex, Linen Draper.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Robert Shaw Pitkethly, of No. 43, Bread-street, in the city of London, Merchant, and James Ellerton, of Saint Paul's Church-yard, in the city of London, Warehouseman (trustees).

A short statement of the nature of the Deed—Conveyance by the debtor to the trustees of all his estate and effects, to be administered, for the benefit of his creditors, as in bankruptcy; and a release from them to him.

When left for Registration—17th November, 1865, 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—14,935.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—11th November, 1865.

Date of execution by Debtor—11th November, 1865.

Name and description of the Debtor, as in the Deed—Samuel Winchester Harley, of Shalesmoor, in Sheffield, in the county of York; Hairdresser and Tobacconist, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors, second part; and George Woodhead, of Sheffield, General Draper (trustee), third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants to pay to the trustee, on or before 11th May, 1866, a sum sufficient to pay 2s. 6d. in the pound on the debts of the debtor, in trust, to divide same rateably among his creditors; and a release to the debtor.

When left for Registration—17th November, 1865, 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—14,936.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—23rd October, 1865.

Date of execution by Debtor—23rd October, 1865.

Name and description of the Debtor, as in the Deed—William Hardy Jenkins, of Emma-place, in the parish of East Stonehouse, in the county of Devon, Engineer in Her Majesty's Navy, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Willcocks Popham, of Plymouth, in the said county of Devon, Draper (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—The debtor covenants to pay to the trustee for distribution between all his creditors £50 per annum, by quarterly payments of £12 10s., until all his debts be paid, the first payment to be made on the 30th December, 1865; and the creditors release the debtor.

When left for Registration—17th November, 1865, 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—14,937.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—21st October, 1865.

Date of execution by Debtor—21st October, 1865.

Name and description of the Debtor, as in the Deed—William Durbin, of Nailsea, in the county of Somerset, Carrier.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Thomas, of the city of Bristol, Accountant (trustee).

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the debtor to the trustee, to be administered, as in bankruptcy, for the benefit of his creditors.

When left for Registration—17th November, 1865, 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—14,938.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—21st October, 1865.

Date of execution by Debtors—21st October, 1865.

Names and descriptions of the Debtors, as in the Deed—Edward Fellows and Eli Joseph Fellows, both of Rotherham, in the county of York, Steel Manufacturers and Copartners.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Edwin Wilkinson Shirt, of Tinsley, near Rotherham aforesaid, Steel Roller, and Francis Knight, of Rotherham aforesaid, Merchant's Clerk (trustees)

A short statement of the nature of the Deed—A Conveyance by the debtors of all their estate and effects to the trustees, to be administered, for the benefit of their creditors, as in bankruptcy.

When left for Registration—18th November, 1865, 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—14,939.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—15th November, 1865.

Date of execution by Debtor—15th November, 1865.

Name and description of the Debtor, as in the Deed—Obadiah Arrowsmith Bedwill, of Liverpool, in the county of Lancaster, Gentleman.

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 all his creditors a dividend of two shillings in the pound on the amount of their respective claims, on or before the 19th November, 1865; and a release by creditors to debtor.

When left for Registration—18th November, 1865, 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—14,940.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—24th October, 1865.

Date of execution by Debtors—Executed by James Chapman on the 24th October, 1865, and by Edmund Charles Undermark, on the 25th October, 1865.

Names and descriptions of the Debtors, as in the Deed—James Chapman and Edmund Charles Undermark, both of Wellington-street, Aldershot, in the county of Hants, Boot and Shoe Makers, and late of No. 17, Cranbourn-street, and of No. 20A, Little Newport-street, in the county of Middlesex, Boot and Shoe Makers.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Charles Scott, of Wellington-street, Aldershot, in the county of Hants, Draper (trustee).

A short statement of the nature of the Deed—Assignment by the debtors of all their estate and effects to the trustee, to be administered, for the benefit of their creditors, as in bankruptcy.

When left for Registration—18th November, 1865, 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—14,941.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—8th November, 1865.

Date of execution by Debtor—8th November, 1865.

Name and description of the Debtor, as in the Deed—Caroline Macready, of No. 133, Digbeth, Birmingham; in the county of Warwick, Widow.

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 Composition of 3s. in the pound to all the creditors of the debtor, payable forthwith, in full discharge of their debts; and a release by the creditors.

When left for Registration—18th November, 1865, 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—14,942.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—23rd October, 1865.

Date of execution by Debtor—23rd October, 1865.

Name and description of the Debtor, as in the Deed—James Kelley, of Heckmoudwike, in the parish of Birstall, in the county of York, Woolstapler, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Isaac Faulkner Oates, of the same place, Bank Manager, and Charles Esam, of Sheffield, in the said county, Manager of the Alliance Assurance Company (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assurance by the debtor of all his estate and effects to the trustees, to be administered, for the benefit of his creditors, as in bankruptcy; and release to him from them.

When left for Registration—18th November, 1865, 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—14,943.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—28th October, 1865.

Date of execution by Debtor—28th October, 1865.

Name and description of the Debtor, as in the Deed—William Bailey, of Welford, in the county of Northampton, Blacksmith, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry Billington Whitworth, of the borough of Northampton, in the county of Northampton, Esquire (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 to the trustee to pay costs in the first place, and for the benefit of the creditors of the debtor in the next place; and a release to the debtor.

When left for Registration—18th November, 1865, 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—14,944.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—24th October, 1865.

Date of execution by Debtor—24th October, 1865.

Name and description of the Debtor, as in the Deed—Walter Palmer, of Great Coggeshall, in the county of Essex, Draper, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Ellerton, of Saint Paul's churchyard, in the city of London, Warehouseman, and John Baggallay, of Love-lane, Aldermanbury, in the city of London, Warehouseman (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assurance of all the debtor's real and personal estate and effects (except leasehold estates and wearing apparel of himself and his family) to the trustees, upon trust, to collect and dispose of the same, and out of moneys to be received to pay all the costs and expenses of such deed and incidental thereto, and to divide the surplus amongst all the creditors of the debtor, and to pay the residue (if any) to him.

When left for Registration—18th November, 1865, 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—14,945.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—15th November, 1865.

Date of execution by Debtor—15th November, 1865.

Name and description of the Debtor, as in the Deed—John Iliffe, of No. 83, Sussex-road, Upper Holloway, in the county of Middlesex, Clerk.

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 the creditors, on or before the 1st June next, or as soon thereafter as may be demanded, a composition of two shillings and sixpence in the pound, in satisfaction of their claims; and the creditors release the debtor therefrom.

When left for Registration—18th November, 1865, 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—14,946.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—27th October, 1865.

Date of execution by Debtor—27th October, 1865.

Name and description of the Debtor, as in the Deed—Robert Roberts, of Liverpool, in the county of Lancaster, Outfitter.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Nisbett, of Liverpool aforesaid, Accountant, on behalf and with the assent of the creditors of the said Robert Roberts (trustee).

A short statement of the nature of the Deed—Assurance by the debtor of all his estate and effects to the trustee, to be administered for the benefit of his creditors; and a release from them to him.

When left for Registration—18th November, 1865, 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—14,947.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—25th October, 1865.

Date of execution by Debtor—25th October, 1865.

Name and description of the Debtor, as in the Deed—Anton Julius Anderson, of Clive-street, North Shields, in the county of Northumberland, Clothier.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—George McFarlane, of No. 116, St. Vincent-street, Glasgow, Accountant (trustee).

A short statement of the nature of the Deed—Assignment of all the debtor's estate and effects to the trustee, to be applied for the benefit of his creditors, as in bankruptcy.

When left for Registration—18th November, 1865, 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—14,949.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—21st October, 1865.

Date of execution by Debtors—21st October, 1865.

Names and descriptions of the Debtors, as in the Deed—John Shirt and James Wells the younger, both of Sheffield, in the county of York, Steel-Manufacturers (trading under the style or firm of John H. Shirt and Co).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Gregory, of Sheffield aforesaid, Steel Maker (trustee).

A short statement of the nature of the Deed—Assignment of all the estate and effects of the debtors, to the trustee, for the benefit of their creditors, as in bankruptcy.

When left for Registration—18th November, 1865, 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—14,951.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—7th November, 1865.

Date of execution by Debtor—7th November, 1865.

Name and description of the Debtor, as in the Deed—Henry Southam, of Manchester, in the county of Lancaster, Wine and Spirit Merchant, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Philip Gallibrand, of Manchester aforesaid, Merchant (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assurance to the trustee by the debtor, of all his real and personal estate, upon trust for his creditors, as in bankruptcy.

When left for Registration—20th November, 1865, 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—14,952.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—23rd October, 1865.

Date of execution by Debtor—24th October, 1865.

Name and description of the Debtor, as in the Deed—James Warburton, of Isle of Man Mill, near Newchurch, Rossendale, in the county of Lancaster, Cotton Manufacturer, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Knowles, of Pendlebury, near the city of Manchester, Spinner, and Henry Parkinson, of Deansgate, in the city of Manchester aforesaid, Yarn Agent (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assurance by the debtor to the trustees of all his estate and effects, to be administered for the benefit of his creditors as in bankruptcy; and a release from the creditors to the debtor.

When left for Registration—20th November, 1865, 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—14,953.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—3rd November, 1865.

Date of execution by Debtor—10th November, 1865.

Name and description of the Debtor, as in the Deed—George Harper, of High-street, Egham, in the county of Surrey, Grocer and Oilman.

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 composition of 10s. in the pound, payable within one month, after a majority in number representing three-fourths in value of the creditors should have executed or in writing assented to the deed.

When left for Registration—20th November, 1865, 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—14,954.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—31st October, 1865.

Date of execution by Debtor—31st October, 1865.

Name and description of the Debtor, as in the Deed—Frederick Dufty, late of Stony Stratford, in the county of Buckingham, but now of Calverton, in the same county, Surgeon and Apothecary, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Corbett Whitton, of Calverton aforesaid, Doctor of Medicine (trustee), second part; and the creditors third part.

A short statement of the nature of the Deed—Assignment of all the estate and effects of the debtor to the trustee, upon trust, for the benefit of all his creditors; and a release from creditors to debtor.

When left for Registration—20th November, 1865, 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—14,955.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—27th October, 1865.

Date of execution by Debtor—27th October, 1865.

Name and description of the Debtor, as in the Deed—Charles Voase, of North-street, in the county of York, Sewing Machine Maker.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Isaac Jackson, of the firm of Lomas and Jackson, of Leeds, in the county of York, Hat and Cap Manufacturer (trustee).

A short statement of the nature of the Deed—An Assignment by the debtor of all his estate and effects to the trustee, to be administered, for the benefit of his creditors, as in bankruptcy; and a release from them to him.

When left for Registration—20th November, 1865, 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—14,956.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—24th October, 1865.

Date of execution by Debtors—24th October, 1865.

Names and descriptions of the Debtors, as in the Deed—William Bailey Holdsworth and Samuel Atkinson, carrying on business at Hunlet and Burley, both in the parish of Leeds and county of York, as Flax Spinners and Thread Manufacturers, under the style or firm of W. B. Holdsworth and Co., first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Young, of the city of London, Accountant, and Henry Fritchard, of Leeds, in the county of York, Flax Merchant (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assurance by the debtors of all their real and personal estate and effects (except the furniture, property, and effects in and about their respective dwelling-houses and their personal wearing apparel, and that of their families respectively), to the trustees, upon trust, for the benefit of their creditors, as in bankruptcy; and a release by the creditors to the said debtors.

When left for Registration—20th November, 1865, 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—14,957.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—24th October, 1865.

Date of execution by Debtor—24th October, 1865.

Name and description of the Debtor, as in the Deed—Joseph Smith, of No. 17, King-street, Whitehaven, in the county of Cumberland, Rigger, lately carrying on the business of a Milliner, at No. 17, King-street aforesaid (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Tumelty, of Workington, in the county of Cumberland, Tailor, and John Coid, of Sandwith, in the said county, Farmer (trustees).

A short statement of the nature of the Deed—An Assurance of all the estate and effects of the debtor to the trustees, to be administered, for the benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—20th November, 1865, 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—14,958.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—4th November, 1865.

Date of execution by Debtor—4th November, 1865.

Name and description of the Debtor, as in the Deed—Francis Hackett, of Preston, in the county of Lancaster, Joiner and Builder, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Proffit, of Preston aforesaid, Shopkeeper, and James Tyson, of Preston aforesaid, Plasterer (sureties), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor agrees to pay, and his creditors accept a composition of ten shillings in the pound on the amount of their debts, payable by two equal instalments, at the end of three and six months from the registration of the deed; the sureties covenanting for the due payment of the composition.

When left for Registration—20th day of November, 1865, 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—14,959.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—15th November, 1865.

Date of execution by Debtor—15th November, 1865.

Name and description of the Debtor, as in the Deed—John Leech, of No. 34, Compton-street, in the county of Middlesex, Oilman.

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 Composition of five shillings in the pound upon their respective debts, to be paid by the debtor to his creditors by two equal instalments, on the 15th February and 15th May next.

When left for Registration—20th November, 1865, 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—14,960.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—1st November, 1865.

Date of execution by Debtor—1st November, 1865.

Name and description of the Debtor, as in the Deed—Rachel Maley, of No. 6, Brooksby-street, Islington, in the county of Middlesex, Widow, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Robert Keech, of No. 4, Cropley-terrace, Islington, in the county of Middlesex, Clerk (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants with the trustee and her creditors, that she would pay to them two shillings in the pound on their debts within twenty-one days from the date of the deed; and, in consideration thereof, the creditors release the debtor.

When left for Registration—20th November, 1865, 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—14,963.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—25th October, 1865.

Date of execution by Debtors—25th October, 1865.

Names and descriptions of the Debtors, as in the Deed—George Ratcliffe Woodward, Thomas Rees, and Lambert Thomas Rees, all of Liverpool, in the county of Lancaster, Corn Merchants, trading under the firm of Woodward, Rees, and Co. (debtors), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Tyrer, of Liverpool aforesaid, Merchant (surety), second part; and James Dalton, of Bures, near Colchester, in the county of Essex, Maltster, and Joseph Hubback, of Liverpool, in the county of Lancaster, Esquire (trustees), third part; and the creditors, fourth part.

A short statement of the nature of the Deed—A Deed, whereby the debtors covenant to pay to their joint creditors a composition of 6s. in the pound within three calendar months from registration of deed, to be secured by James Tyrer; and an assignment by the debtors, George Ratcliffe Woodward and Thomas Rees of debts due to them from Robert Woodward, of Liverpool, Merchant, or Messrs. R. Woodward and Co., to the trustees, for the equal benefit of the debtors' joint creditors; and a release from the joint creditors to the debtors.

When left for Registration—20th November, 1865, 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—14,964.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—6th November, 1865.

Date of execution by Debtor—6th November, 1865.

Name and description of the Debtor, as in the Deed—William Jackson, of Leek, in the county of Stafford, Plumber, Glazier, and Painter, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Charles Winn, of Birmingham, in the county of Warwick, Lead Merchant, and William Hackett, of Leek aforesaid, Plumber, Glazier, and Painter (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Conveyance by the debtor to the trustees of all his real and personal estate, upon trust, for sale, and after payment of costs to divide and pay the residue of the proceeds amongst his creditors, as in bankruptcy.

When left for Registration—20th November, 1865, 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—14,965.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—7th November, 1865.

Date of execution by Debtor—7th November, 1865.

Name and description of the Debtor, as in the Deed—William Marsh, of No. 13, The Terrace, Kensington, in the county of Middlesex, Upholsterer, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors, second part; and John Goulden, of No. 13, Albert-terrace, Notting Hill, in the said county of Middlesex, Tailor, and Elizabeth Marsh, of No. 8, Hornton-street, Kensington, in the said county of Middlesex, Spinster, third part.

A short statement of the nature of the Deed—A Deed securing to all the creditors seven shillings and sixpence in the pound upon the amount of their respective debts, payable by two equal instalments, at one and four months respectively.

When left for Registration—20th November, 1865, 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—14,966.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—18th November, 1865.

Date of execution by Debtor—18th November, 1865.

Name and description of the Debtor, as in the Deed—Edward Daniels, of Sparkbrook, in the county of Warwick, Builder.

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—Covenant by the debtor, within twenty-one days after registration of the deed, to pay to the creditors a composition of 3s. 6d. in the pound upon the amount, and in full satisfaction of their respective debts; and release to the debtor.

When left for Registration—20th November, 1865, 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—14,967.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—8th November, 1865.

Date of execution by Debtor—8th November, 1865.

Name and description of the Debtor, as in the Deed—Henry Elgood, of No. 41, Baker-street Low Hill, Liverpool, in the county of Lancaster, Baker and Flour Dealer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The Creditors.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants to pay to all his creditors respectively a composition of 10s. in the pound in full satisfaction and discharge of their debts by three instalments of 5s., 2s. 6d., and 2s. 6d. in the pound on the execution of the deed, and at the expiration of three and six calendar months from the date thereof.

When left for Registration—20th November, 1865, 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—14,968.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—November 16th, 1865.

Date of execution by Debtor—November 16th, 1865.

Name and description of the Debtor, as in the Deed—William Robert Sidney, formerly of No. 4, Molyneux-street, Derby-road, Bootle, Liverpool, in the county of Lancaster, afterwards of No. 5, Cambridge-terrace, Camberwell, in the county of Surrey, then of No. 1,

Avenue, Camberwell aforesaid, and now of No. 22, Coulson-street, King's-road, Chelsea, in the county of Middlesex, Commission Agent, sued as William Sidney.

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 with his creditors to pay a composition of five shillings in the pound, upon the amount of their respective debts, on or before the 30th November, 1866, and in full discharge thereof.

When left for Registration—21st November, 1865, 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—14,969.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—24th October, 1865.

Date of execution by Debtor—24th October, 1865.

Name and description of the Debtor, as in the Deed—John Trickett, of Newchurch, in the Forest of Rossendale, in the county of Lancaster, Rag and Waste Dealer and Shopkeeper, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—George Ashworth, of Sandy Bank-terrace, near Newchurch aforesaid, Wool and Waste Dealer, and James Shepherd, of Rochdale, in the county of Lancaster aforesaid, Woollen Manufacturer (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—Assignment by the debtor of all his estate and effects to the trustees upon trust, for the benefit of his creditors, and a release by the creditors.

When left for Registration—21st November, 1865, 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—14,970.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—16th November, 1865.

Date of execution by Debtor—16th November, 1865.

Name and description of the Debtor, as in the Deed—Benjamin Collins, of No. 18, Briggate, Leeds, and Bradford, both in the West Riding of Yorkshire, Boot and Shoe Manufacturer, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William James Edwards, of No. 15, Crescent, Kingsland-road, Middlesex, Gentleman (surety), second part; John Folland Lovering, of No. 13, King-street, Cheapside, in the city of London, Public Accountant (trustee), third part; and all the creditors, fourth part.

A short statement of the nature of the Deed—The debtor covenants to pay to his creditors a composition of 8s. 6d. in the pound on the amount of their debts, by three instalments:—the first, of 2s. 6d. in the pound, on the 20th December, 1865, the second and third, of 3s. each, on the 10th April and 10th August, 1866, respectively, also secured by the promissory notes of the debtor, and the last instalment by the covenant of the surety and his joint and several note; and the creditors release debtor.

When left for Registration—21st November, 1865, 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—14,971.

Title of Deed whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—16th November, 1865.

Date of execution by Debtor—16th November, 1865.

Name and description of the Debtor, as in the Deed—George Mawson, of Southport, in the county of Lancaster, Dealer in Fancy Goods.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—All the creditors.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants to pay to all his creditors the sum of 5s. in the pound, in full satisfaction of their respective claims, by one payment, at any time after six days after the registration thereof; and a release to the debtor by the creditors.

When left for Registration—21st November, 1865, 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—14,974.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—15th November, 1865.

Date of execution by Debtor—15th November, 1865.

Name and description of the Debtor, as in the Deed—James Stevens, of Clapham-common, in the county of Surrey, Auctioneer.

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 his creditors, respectively, a composition of 5s. in the pound, in cash, by two equal instalments, on the 25th March, and the 24th June next, upon the amounts and in full discharge of their debts.

When left for Registration—21st November, 1865, 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—14,977.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Inspectorship.

Date of Deed—20th November, 1865.

Date of execution by Debtor—20th November, 1865.

Name and description of the Debtor, as in the Deed—William Henry Percival of Colchester, in the county of Essex, Cabinet Maker and Upholsterer, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Matthew Howitt, of Nos. 226, 227, 228, 229, and 230, High Holborn, in the county of Middlesex, General Warehouseman, and Nathaniel Cobb, of Trinity-street, Colchester, in the county of Essex, Auctioneer (inspectors), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, by which debtor is to carry on his business and realize his estate for the benefit of his creditors, under the superintendence of the inspectors, and by which debtor covenants to pay his creditors 20s. in the pound on the amount of their debts, by four equal instalments, every three months, the first instalment to be paid within three months from the date of the deed.

When left for Registration—21st November, 1865, 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—14,978.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—15th November, 1865.

Date of execution by Debtor—15th November, 1865.

Name and description of the Debtor, as in the Deed—Richard Howlett, of No. 228, Gray's-inn-road, in the county of Middlesex, Tailor, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—George Rushbrook, of No. 6, Bedford-place, Bedford-square, in the county of Middlesex, Lodging-house

Keeper (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants to pay his creditors a composition of two shillings and sixpence in the pound within one month after registration of deed.

When left for Registration—21st November, 1865, 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—14,979.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—24th October, 1865.

Date of execution by Debtor—24th October, 1865.

Name and description of the Debtor, as in the Deed—Thomas Jones, of 32, High-street, Wrexham, in the county of Denbigh, Grocer, surviving partner of John Josiah Jones, who lately carried on business at High-street, in Wrexham aforesaid, under the style or firm of Thomas and John Josiah Jones as Grocers.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Jones, of Freeth, in the parish of Hope, in the county of Flint, Farmer, Robert Gordon, Draper, and John Beirne, Chandler, both of Wrexham aforesaid (trustees).

A short statement of the nature of the Deed—Assignment by the debtor of all his estate and effects to the trustees, to be administered for the benefit of the creditors of debtor, as in bankruptcy.

When left for Registration—21st November, 1865, at half-past two o'clock.

THE SEAL OF THE COURT.

ERRATUM.—In the London Gazette of Friday, 17th November, 1865, page 5474, in the advertisement of Trust Deed, No. 14,923, the name of one of the debtors, Charles Heptonstall, has been inadvertently advertised as Charles Heptoustall.

NOTICE is hereby given, that a Meeting of the Creditors of George Snowball, formerly of No. 13, Conduit-street East, Paddington, next and now of No. 18, Spring-street, Paddington, both in the county of Middlesex, Watch and Clock Maker and Jeweller, by whom a Petition for adjudication of Bankruptcy was filed in the Court of Bankruptcy, London, on the 9th day of September, 1865, will be held at the said Court of Bankruptcy, Basinghall-street, in the city of London, on the 6th day of December, 1865, at twelve o'clock at noon precisely, before James Rigg Brougham, Esq., a Registrar of the said Court, for the purpose of considering a proposal to be made by the bankrupt, and passing a resolution thereon, under the 110th section of "The Bankruptcy Act, 1861," in order to wind up the estate out of Bankruptcy.

Declaration of Dividend under a Petition, dated 19th September, 1864, against George Wells, of Brighton, Sussex, Tobaccoist and Dealer in Cricketing Materials.

NOTICE is hereby given, that the First Dividend, at the rate of 1s. 8½d. 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 directions of the Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 18, 1865.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 8th September, 1864, against Richard Freeman, of No. 1A, North-street, Lisson-grove, Butcher.

NOTICE is hereby given, that the First Dividend, at the rate of 4s. 1d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two o'clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special direction of the Commissioner.

Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 18, 1865.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 7th January, 1864, against William Brown, of No. 71, Great Suffolk-street, Southwark, Baker.

NOTICE is hereby given, that the First Dividend, at the rate of 1s. 5 $\frac{1}{2}$ d. 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 or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 18, 1865.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 28th December, 1863, against Walter Clifford, of Bridge-street-wharf, Ware, Herts, Malster.

NOTICE is hereby given, that the First Dividend, at the rate of 2s. 3 $\frac{1}{2}$ d. and 12s. 3 $\frac{1}{2}$ d. 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 the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 18, 1865.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 27th September, 1864, against George Boldero, of Cockfield, near Sudbury, Suffolk, Corn, Coal, Malt, and Hop Merchant, and Farmer.

NOTICE is hereby given, that the First Dividend, at the rate of 1 $\frac{1}{2}$ d. 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 or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 18, 1865.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 31st May, 1864, against David Nesbitt, of Basinstoke, Southampton, Boot and Shoe Maker.

NOTICE is hereby given, that the First Dividend, at the rate of 1s. 11d. in the pound, is now payable, and that warrants for the same may be received, by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two o'clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, 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, 1865.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 13th February, 1865, against Stephen Beedham and James Withington, of Fort-street, Spitalfields, Silk Manufacturers.

NOTICE is hereby given, that the First Dividend, at the rate of 3s. 9 $\frac{1}{2}$ d. in the pound is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 18, 1865.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 6th March, 1861, against George Stevens, of Great St. Helen's, London, Merchant.

NOTICE is hereby given, that the Second Dividend, at the rate of 11 $\frac{1}{2}$ d., and 2s. 11 $\frac{1}{2}$ d. in the pound, on 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 of the clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 18, 1865.

E. W. EDWARDS, Official Assignee.

Declaration of Dividend under a Petition, dated 27th July, 1860, against Cleave Woodward Hooper and Henry Parkinson, of Seething-lane, City, Leather Factors, &c.

NOTICE is hereby given, that a Third Dividend, at the rate of $\frac{1}{2}$ d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 36, Basinghall-street, City, on Wednesday, the 22nd instant, or the following Wednesday, between the hours of eleven and two o'clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of the Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 20, 1865.

M. PARKYNS, Official Assignee.

Declaration of Dividend under a Petition, dated 18th August, 1862, against William Seaward, late of No. 34, Queen-street, Hammersmith, Commander in the Navy and Boarding-house Keeper.

NOTICE is hereby given, that the First Dividend, at the rate of 1s. 11 $\frac{1}{2}$ d. in the pound is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 36, Basinghall-street, City, on Wednesday the 22nd instant, or the following Wednesday, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 20, 1865.

M. PARKYNS, Official Assignee.

In the Matter of John Ambrose Coffey, of No. 4, Providence-row, Finsbury, in the county of Middlesex, Manufacturing Engineer. Dated 15th October, 1863.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 2 $\frac{1}{2}$ d. 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 17, 1865.

H. H. STANSFELD, Official Assignee,
No. 5, Portugal-street, W.C., London.

In the Matter of William John Jenkins, of Bouchurch - Isle of Wight, Baker, &c. Dated 19th February, 1864.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 3s. 5d. in the pound, upon application at my office, as under, on 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 17, 1865.

H. H. STANSFELD, Official Assignee,
No. 5, Portugal-street, Lincoln's-Inn, London.

In the Matter of Richard James Webb, of No. 72, Quadrant, Regent-street, in the county of Middlesex, Chemist and Druggist. Fiat dated in 1839.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 15s. in the pound, upon application at my office, as under, on 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 17, 1865.

H. H. STANSFELD, Official Assignee,
No. 5, Portugal-street, Lincoln's-Inn, London.

In the Matter of Henry James Hinzman, of Lee, in the county of Kent, Apothecary. Dated 29th October, 1863.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 1s. 1½d. in the pound, upon application at my office, as under, on any Tuesday, between the hours of eleven and two o'clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 17, 1865.

H. H. STANSFELD, Official Assignee,
No. 5, Portugal-street, Lincoln's-inn, London.

In the Matter of George Fuller Cripps, of Westerham, in the county of Kent, Hotelkeeper. Dated 29th May, 1863.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 2s. 4½d. in the pound, upon application at my office, as under, any Tuesday, between the hours of eleven and two. 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 17, 1865.

H. H. STANSFELD, Official Assignee,
No. 5, Portugal-street, Lincoln's-inn, London.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 7th day of June, 1865, by Edward Taylor Seale, of the parish of Morleigh, in the county of Devon, Clerk in Holy Orders.

NOTICE is hereby given, that a First Dividend, at the rate of 1s. in the pound, is now payable, and the warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two o'clock. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special direction of the Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 18th day of December, 1865, by Thomas Tregaskis, of Ferranarworthal, in the county of Cornwall, Timber Merchant.

NOTICE is hereby given, that a Further Dividend, at the rate of 3½d. in the pound, is now payable, and the warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special direction of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

In the Matter of Joseph Waller, of Colne, in the county of Lancaster, Yarn Dealer, adjudicated bankrupt 3rd December, 1864.

THIS is to certify, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 18s. 6d. in the pound, upon application at my office, No. 45, George-street, Manchester, on Tuesday, the 28th day of November instant, or any subsequent Tuesday, between the hours of eleven and one.

GEORGE MORGAN, Official Assignee.

NOTICE is hereby given, that the Petition of adjudication against Thomas Edmund Marsland, of Church-road, Battersea, in the county of Surrey, Gentleman, dated the 10th day of September, 1864, was, on the 15th day of November, 1865, annulled, by order of Mr. Commissioner Holroyd, of that date.—Dated this 18th November, 1865.

The Bankruptcy Act, 1861.

NOTICE is hereby given, that 'by an order made by Edward Holroyd, Esquire, one of the Commissioners of Her Majesty's Court of Bankruptcy, London, bearing date the 17th day of November instant, the adjudication of Bankruptcy made on the 26th day of September last, against Frank Charles Saunders, of No. 38, Above-bar, and St. Mary-street, both in the town and county of the town of Southampton, Manufacturing Ironmonger, under a Petition for adjudication of Bankruptcy, filed on the 26th day of September last, was annulled, and the said Petition for adjudication of Bankruptcy dismissed.—Dated this 17th day of November, 1865.

The Bankruptcy Act, 1861.

Court of Bankruptcy for the Newcastle-on-Tyne District. **W**HEREAS a Petition for adjudication of Bankruptcy was, on the 1st day of May, 1865, filed and entered of record in Her Majesty's Court of Bankruptcy for the Newcastle-upon-Tyne district, against John Smurthwaite, of Sunderland, in the county of Durham, Wharfinger, Shipbuilder and Shipowner, on which he was adjudged bankrupt; this is to give notice, that by an order of Theophilus Bennett Hoskyns Abraham, Esquire, the Commissioner of the said District Court of Bankruptcy, dated the 16th day of November, 1865, the adjudication of Bankruptcy made against the said John Smurthwaite, on the said 1st day of May, 1865, was annulled, and the said petition for adjudication dismissed.

In the Court of Bankruptcy in London.

In the Matter of the Cardiff and Caerphilly Iron Company (Limited), and in the Matter of the Joint Stock Companies Acts, 1856 and 1857.

WHEREAS a Petition, under the provisions of the Joint Stock Companies Acts, 1856 and 1857, was presented to the Court of Bankruptcy in London on the 18th day of October, 1860, for winding up the said Company; and upon hearing the said petition, the said Company was ordered to be wound up, under the provisions of the said Acts, and Mr. George John Graham, Official Assignee, was duly appointed by the said Court Official Liquidator of the said Company; notice is hereby given, that his Honor Mr. Commissioner Winslow, the Judge to whose Court this matter is attached, will sit on Friday the 15th day of December, 1865, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, London, in order to Audit the Accounts of the said Official Liquidator of the said Company, and to make a Dividend of the estate and effects of the said Company; when and where the creditors who have not already proved debts are to come prepared to prove same, or they will be excluded the benefit of the said Dividend.—Dated this 20th day of November, 1865.

The Bankruptcy Act, 1861.

Notice of Adjudications and First Meeting of Creditors.

Richard Mutton, late of the city of Canterbury, in the county of Kent, Brewer, having been adjudged bankrupt by a Registrar of the County Court of Kent, holden at Canterbury, attending at the Gaol at Canterbury aforesaid, on the 15th day of November, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 4th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Jabez Jeffreys Daniels, of Whitehorse-road, Croydon, in the county of Surrey, Grocer and Cheesemonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 6th day of November, 1865, 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 4th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. H. H. Poole, of No. 58, Bartholomew-close, is the Solicitor acting in the bankruptcy.

William Digby Joyner, of Sittingbourne, in the county of Kent, Beershop Keeper, 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, 1865, 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 4th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Hughes, Hooker, and Buttanshaw, No. 1, Saint Swithin's-lane, are the Solicitors acting in the bankruptcy.

James Gay, of No. 50, Leader-street, Chelsea, in the county of Middlesex, Plumber, Painter, and Glazier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 16th day of November, 1865, 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 4th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. E. F. Marshall, of No. 9, Lincoln's-inn-fields, is the Solicitor acting in the bankruptcy.

William John Dennant, of Crown-cottage, Charles-street, Albany-road, Camberwell, in the county of Surrey, Tailor, 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, 1865, 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 4th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. James Goldrick, of No. 342, Strand, is the Solicitor acting in the bankruptcy.

James Curtois Webb, formerly of No. 9, Icknield-street West, and No. 85, New-street, both in Birmingham, in the county of Warwick, Wine Merchant, then of No. 44, Great Percy-street, Pentonville, in the county of Middlesex, then of No. 38, Granville-square, Kings-cross-road, in the said county of Middlesex, and now of No. 90, Fetter-lane, Fleet-street, in the city of London, Relieving Officer, Dealer and Chapman, formerly in partnership with George Bragg, of No. 85, New-street, Birmingham, Wine Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 16th of November, 1865, 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 4th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Hooker and Son, of No. 24, Bartlett's-buildings, Holborn, are the Solicitors acting in the bankruptcy.

John Marshall, of No. 14, Sydney-square, Stepney, in the county of Middlesex, Linen Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 10th of November, 1865, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. A. Plunkett, of No. 24, Milk-street, is the Solicitor acting in the bankruptcy.

James Edmund Stevens, of No. 17, Saint George's-road, Kilburn, in the county of Middlesex, of no business 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, 1865, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven in the forenoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. E. Mote, of No. 14, Warwick-court, Gray's-inn, is the Solicitor acting in the bankruptcy.

Aaron Abraham Burgess, of No. 11, Wellington place, Victoria-park, Middlesex, Warehouseman's Porter, previously of No. 70A, Aldermanbury, in the city of London, formerly of No. 3, Hare-walk, Cambridge-heath, Middlesex, 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, 1865, is hereby required to surrender himself to Henry Philip Roche, Esq., 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. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. Joseph Hall, of No. 65, Coleman-street, is the Solicitor acting in the bankruptcy.

James Morton Bloomfield, formerly of No. 3, John-street, Cold Bath, Greenwich, and now of Hamilton-street, Deptford, both in Kent, Journeyman Engine Fitter, 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, 1865, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at 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. E. F. Marshall, of Lincoln's-inn-fields, London, is the Solicitor acting in the bankruptcy.

William Edwards, of Pucknall Farm, in the parish of Hursley, in the county of Hants, Farmer, 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, 1865, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at 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. Austin and Co., of Gray's-inn, London, are the Solicitors acting in the bankruptcy.

Richard Mowle, formerly of No. 8, Cambridge-terrace, Pimlico, in the county of Middlesex, and now of No. 28, Cambridge-terrace, Pimlico aforesaid, Plumber and Glazier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 18th day of November, 1865, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at 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. H. Watson, of No. 27, Mincing-lane, London, is the Solicitor acting in the bankruptcy.

Richard Brown, of No. 1, Barn-street, Church-street, Stoke Newington, in the county of Middlesex, Milk Seller, 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, 1865, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at 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. G. Brighton, of Bishopsgate-chambers, No. 11, Bishopsgate-street Without, London, is the Solicitor acting in the bankruptcy.

Jacob Neustadt, of Nos. 106 and 168, Strand, 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 8th day of November, 1865, 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 6th day of December next, at two of the clock in the afternoon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Glynes and Co., of The Crescent, America-square, are the Solicitors acting in the bankruptcy.

John Collier Shackleton, late of No. 45, Botolph-lane, in the city of London, Merchant, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 16th of November, 1865, 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 6th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. G. Cordwell, of No. 22, College-hill, is the Solicitor acting in the bankruptcy.

Hugh Main Miller, late of No. 41, St. Mary-at-Hill, in the city of London, and of No. 8, Bishop's-terrace, Ball's Pond, in the county of Middlesex, Commission Agent, but now of No. 61, New-road, Gravesend, in the county of Kent, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 16th day of November, 1865, 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 6th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. A. E. Tower, of No. 40, Lower Thames-street, is the Solicitor acting in the bankruptcy.

John Page, of Hillesden, in the county of Bucks, Farmer and Brickmaker, 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, 1865, 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 6th day of December next, at one in the afternoon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Linklaters and Co., of No. 7, Walbrook, are the Solicitors acting in the bankruptcy.

Charles Halford, of Newbold Mill and Talton Mill, in the parish of Tredington, in the county of Worcester, Miller and Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 20th of November, 1865, 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 6th day of December next, at twelve o'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. C. Handley, of Warwick, and Messrs. James and Griffin, of Birmingham, are the Solicitors acting in the bankruptcy.

William Fortescue, of Rugeley, in the county of Stafford, Auctioneer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 17th of November, 1865, 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 1st day of December next, at twelve o'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. G. Palmer, of Rugeley, is the Solicitor acting in the bankruptcy.

John Meredith, of the Bank Farm, Yockleton, near Shrewsbury, in the county of Salop, Farmer and Veterinary Surgeon, 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, 1865, 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 1st day of December next, at twelve o'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. James and Griffin, of Birmingham, are the Solicitors acting in the bankruptcy.

William James Blatcher, of No. 106, Great Charles-street, Birmingham, in the county of Warwick, Billiard Table Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 18th day of November, 1865, 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 8th day of December next, at twelve o'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. Allenby, of Cannon-street, Birmingham, and Mr. W. C. Maltby, of Stourbridge, are the Solicitors acting in the bankruptcy.

Rowland Wood, of Spalding, in the county of Lincoln, Nurseryman, Seedsman, and Florist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 7th day of November, 1865, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Shirehall, Nottingham. Mr. John Harris, of Lower-pavement, Nottingham, is the Official Assignee, and Mr. S. Maples, of Nottingham, is the Solicitor acting in the bankruptcy.

Thomas Shenfield, late of Victoria-street, Stapleton-road, in the city and county of Bristol, a Prisoner for Debt in the Gaol at Bristol, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Bristol District, attending at the Gaol at Bristol, on the 17th day of November, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Bristol District, at Bristol, 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 6th day of December next, at eleven of the clock in the forenoon precisely, at the said Court. Alfred John Acraman, Esq., of No. 19, St. Augustine's-place, Bristol, is the Official Assignee.

William Howlett, late of Weston-super-Mare, in the county of Somerset, Builder and Licensed Victualler, a Prisoner for Debt in the Gaol at Bristol, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Bristol District, attending at the Gaol at Bristol, on the 17th of November, 1865, and the adjudication being directed to be prosecuted in the Court of Bankruptcy for the Bristol District, is hereby required to surrender himself to the Honourable Montague Wilde, the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Bristol. Alfred John Acraman, Esq., of No. 19, St. Augustine's-place, Bristol, is the Official Assignee.

Benjamin Arthur, of the city and county of Bristol, Commercial Traveller, lately Commission Agent, Fruit Merchant, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 18th of November, 1865, 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 Mr. A. Henderson, of Bristol, is the Solicitor acting in the bankruptcy.

Thomas Marshall Hunt, of Baldwin-street, in the city of Bristol, Wholesale Tea Dealer, 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 15th day of November, 1865, 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 6th 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 Mr. A. Henderson, of Bristol, and Mr. Thomas Phelps, of No. 3, Gresham-street, London, are the Solicitors acting in the bankruptcy.

George Webster and William Webster, late of Bowling, near Bradford, in the county of York, Butchers and Co-partners in trade, having been adjudged bankrupts by a Registrar of the Court of Bankruptcy for the Leeds District, attending at the Castle or Gaol of York, on the 11th day of November, 1865, and the adjudication being directed to be prosecuted at Her Majesty's Court of Bankruptcy for the Leeds District, are hereby required to surrender themselves to a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 4th day of December next, at eleven in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. George Young, of Leeds, is the Official Assignee.

Henry Fielding, of Huddersfield, in the county of York, Printer, 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 13th day of November, 1865, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 4th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Barstow and Son, of Halifax, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

Joseph Horatio Simpson, of Sheffield, in the county of York, Wholesale Stationer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the Court of Bankruptcy for the Leeds District, on the 15th day of November, 1865, is hereby required to surrender himself to James Stephen, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court, at the Council-hall, Sheffield. Mr. George Young, of Sheffield, is the Official Assignee, and Messrs. Binney and Son, of Sheffield, are the Solicitors acting in the bankruptcy.

Benjamin Thompson, of Sheffield, in the county of York, Whitesmith and Vice Manufacturer, trading under the style of Benjamin Thompson and Son, 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 14th of November, 1865, is hereby required to surrender himself to James Stephen, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve of the clock at noon precisely, at the

said Court, at the Council-hall, Sheffield. Mr. George Young, of Sheffield, is the Official Assignee, and Messrs. Chambers and Waterhouse, of Sheffield, are the Solicitors acting in the bankruptcy.

Thomas Greathead, of Nettleham, in the county of Lincoln, Farmer and Horse Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 7th of November, 1865, is hereby required to surrender himself to James Stephen, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 29th of November instant, at twelve o'clock at noon precisely, at the said Court, at the Townhall, Kingston-upon-Hull. Mr. George Young, of Hull, is the Official Assignee, and Mr. R. Teynber, of Lincoln, is the Solicitor acting in the bankruptcy.

George Wilkinson, late of Leicester-street, Southport, in the county of Lancaster, Builder, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been adjudged bankrupt by a Registrar of the Manchester District Court of Bankruptcy, attending at the Gaol aforesaid, on the 16th day of August, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Liverpool District, at Liverpool, is hereby required to surrender himself to one of the Registrars of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee.

Charles Robinson, late of No. 25, Bedford-street, Tottel-park, Liverpool, in the county of Lancaster, General Broker, and late a Prisoner for Debt in the Liverpool Borough Gaol, at Walton, in the said county, having been adjudged bankrupt by a Registrar of the Liverpool District Court of Bankruptcy, attending at the Gaol aforesaid, on the 18th day of October, 1865, 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 creditors to be held before the said Registrar, on the 1st day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee.

Robert Butterfield Cumming, of Malpas, in the county of Chester, Surgeon, Apothecary, and Farmer, 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, 1865, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at twelve of the clock at noon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of No. 17c, South Castle-street, Liverpool, is the Official Assignee, and Charles Clay, Esq., of Whitechurch, and Alfred Kent, Esq., of Sweating-street, Liverpool, are the Solicitors acting in the bankruptcy.

John Glazebrook, of Turner-lane, Ashton-under-Lyne, in the county of Lancaster, Cotton Waste Dealer, and of New Mills, in the county of Derby, Cotton Spinner, 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, 1865, is hereby required to surrender himself to David Cato Macrae, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at eleven of the clock in the forenoon precisely, at the said Court, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Sale, Worthington, Shipman, Seddon, and Sale, of Manchester, are the Solicitors acting in the bankruptcy.

Reuben Bailton, of Barnard Castle, in the county of Durham, Watchmaker and Jeweller, 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 16th of November, 1865, 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 half-past eleven of the clock in the forenoon precisely, at the said Court, at Newcastle-upon-Tyne. Mr. Charles John Laidman, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. Nixon, of Barnard Castle, and Messrs. J. and R. S. Watson, of Newcastle-upon-Tyne, are the Solicitors acting in the bankruptcy.

Henry Kendrick, now and for about one month residing at Baleman's-green, near Pack-horse, Alcester-road, in the parish of King's Norton, in the county of Worcester, Farm Bailiff, previously of the same place, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 16th of November, 1865, is hereby required to surrender himself to John Guest, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at ten of the clock in the forenoon precisely, at the said Court. John Guest, Esq., of Birmingham, is the Official Assignee, and Mr. William Francis, of No. 128, Moor-street, Birmingham, is the Solicitor acting in the bankruptcy.

William Henry Day, of No. 125, Lower Camden-street, Birmingham, in the county of Warwick, Railway Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 17th of November, 1865, is hereby required to surrender himself to John Guest, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at ten o'clock in the forenoon precisely, at the said Court. John Guest, Esq., of Birmingham, is the Official Assignee, and Mr. John Walford, of Birmingham, is the Solicitor acting in the bankruptcy.

William Miles, residing in furnished lodgings at No. 35, Great King-street, Birmingham, in the county of Warwick, out of business, theretofore of No. 160, Hockley-hill, Birmingham aforesaid, and previously thereto of No. 15, Cox-street, Saint Paul's, Birmingham aforesaid, Tailor and Woollen Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 17th day of November, 1865, is hereby required to surrender himself to John Guest, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at ten o'clock in the forenoon precisely, at the said Court. John Guest, Esq., of Birmingham, is the Official Assignee, and Mr. Robert Duke, of Birmingham, is the Solicitor acting in the bankruptcy.

Jacob Miller, of Longtown, in the parish of Arthuret, in the county of Cumberland, Hardware Hawker and Fruit Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cumberland, holden at Carlisle, on the 16th day of November, 1865, is hereby required to surrender himself to Mr. Henry James Halton, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Law's lane, Carlisle. Mr. J. H. Halton, of Carlisle, is the Official Assignee, and Mr. Joseph Carrick, of Wigton, is the Solicitor acting in the bankruptcy.

Philip Gornall, of No. 28, Little Darkgate-street, in the town of Aberystwith, in the county of Cardigan, Painter, Plumber, and Glazier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cardiganshire, holden at Aberystwith, on the 1st day of November, 1865, is hereby required to surrender himself to John Jenkins, 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 nine o'clock in the forenoon precisely, at the Townhall, Aberystwith. John Jenkins, Esq., of Aberystwith, is the Official Assignee, and Mr. Philip Vaughan is the Solicitor acting in the bankruptcy.

Gerson Gryham, now and for upwards of eleven months last past residing at No. 243, Bute-road, Cardiff, and for two years previous thereto of No. 17, High-street, Cardiff aforesaid, and during the whole of the said periods carrying on the business of a Dentist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorganshire, holden at Cardiff, on the 17th day of November, 1865, is hereby required to surrender himself to Robert Francis Langley, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Saint Mary-street, Cardiff. Mr. Robert Francis Langley, of Saint Mary-street, Cardiff, is the Official Assignee, and Mr. W. P. P. Raby, of Saint Mary-street, Cardiff, is the Solicitor acting in the bankruptcy.

Zachariah Hill, of Lye Waste, in the parish of Oldswinford, in the county of Worcester, Nail Maker and Green-grocer, having been adjudged bankrupt under a Petition for

adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Stourbridge, on the 17th of November, 1865, is hereby required to surrender himself to John Harward, 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 ten o'clock in the forenoon precisely, at the said Court. John Harward, Esq., is the Official Assignee, and Mr. T. B. Benbury, of Stourbridge, is the Solicitor acting in the bankruptcy.

George Francis Clayton, of Buxton, in the county of Derby, Hairdresser, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Chapel-en-le-Frith, on the 17th day of November, 1865, is hereby required to surrender himself to William Bennett, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the County Court Office, Chapel-en-le-Frith. The said Registrar is the Official Assignee, and Thomas Davenport Goodman, of Chapel-en-le-Frith, is the Solicitor acting in the bankruptcy.

Robert Fitton, formerly carrying on the business of a Butcher, at Bridge-street, in Heywood, in the county of Lancaster, but now in lodgings at Bridge-street aforesaid, Labourer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Bury, on the 17th day of November, 1865, is hereby required to surrender himself to Mr. Thomas Grundy, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at ten o'clock in the forenoon precisely, at the said Court, No. 14, Union-street, Bury. Mr. Thomas Grundy, of Bury, is the Official Assignee, and Mr. Frederic Anderton, of Bury, is the Solicitor acting in the bankruptcy.

Jonathan Moore, of Terrington Saint Clement's, in the county of Norfolk, Boot and Shoe Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Norfolk, holden at King's Lynn, on the 15th day of November, 1865, is hereby required to surrender himself to Mr. Philip Wilson, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Philip Wilson, of King's Lynn, is the Official Assignee, and Mr. David Ward, of King's Lynn, and Terrington Saint Clement's, is the Solicitor acting in the bankruptcy.

Thomas Coxon, of Broadbottom, in the parish of Mottram-in-Longdendale, in the county of Chester, Provision Dealer, Smith, and Farrier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Hyde, on the 14th day of November, 1865, is hereby required to surrender himself to John Brooks, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at twelve o'clock at noon precisely, at the said Court. John Brooks, Esq., of Hyde, is the Official Assignee, and Mr. Henry Reddish, of Princess-street, Manchester, is the Solicitor acting in the bankruptcy.

William Wilson Greaves, of Newark-upon-Trent, in the county of Nottingham, Furniture Broker and Auctioneer's Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Nottinghamshire, holden at Newark, on the 15th day of November, 1865, is hereby required to surrender himself to Mr. William Newton, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 29th day of November instant, at twelve o'clock at noon precisely, at the County Court Office, Kirk-gate, Newark. 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.

Herbert Hall, of Newark-upon-Trent, in the county of Nottingham, Nursery and Seeds Man, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Nottinghamshire, holden at Newark, on the 17th day of November, 1865, is hereby required to surrender himself to Mr. William Newton, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 29th day of November instant, at twelve o'clock at noon precisely, at the County Court Office, Kirk-gate, Newark. 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.

John Sauderson, of No. 42, Garnett-street, Cheetham, near Manchester, and lately carrying on business at No. 14, Kennedy-street, Manchester, Law Stationer, Paper and Parchment Dealer, late a Prisoner for Debt in the Manchester City Gaol, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at the said Gaol, on the 14th day of November, 1865, and the adjudication being directed to be prosecuted in the County Court of Lancashire, holden at Manchester, is hereby required to surrender himself to Mr. Samuel Kay, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 4th day of December next, at half-past nine of the clock in the forenoon precisely, at the said Court, Nicholas-croft, Manchester. Mr. Samuel Kay, of Manchester, is the Official Assignee, and Messrs. Higson, Robinson, and Higson, of Manchester, are the Solicitors acting in the bankruptcy.

John Spencer, of No. 8, Agard street, in the borough of Derby, Greengrocer and Huckster, and for six months in copartnership with one Joseph Hassell, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Derby, on the 18th day of November, 1865, 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 4th day of December next, at twelve of the clock at noon precisely, at the County Court Hall, Derby. George Henry Weller, of Derby, is the Official Assignee, and John Browne Smith, of Derby, is the Solicitor acting in the bankruptcy.

Silas Alloway the younger, of Luton, near Chatham, in the county of Kent, Carpenter, Builder, and Contractor, formerly of the Luton-road, Luton, near Chatham aforesaid, Carpenter and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Rochester, on the 18th of November, 1865, 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 5th 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 Charles Morgan, of Maidstone, is the Solicitor acting in the bankruptcy.

Thomas Harling, late of No. 86, Clopton-street, Hulme, near Manchester, in the county of Lancaster, Beerseller and Joiner, and now of Clock-alley, Corporation-street, Manchester aforesaid, Joiner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Salford, on the 16th day of November, 1865, 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 2nd 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 Brandwood, of Manchester, is the Solicitor acting in the bankruptcy.

John Storey, late of Wolsingham, in the county of Durham, Butcher, and now of Helmington-row, in the parish of Brancepeth, in the said county, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Durham, holden at Bishop Auckland, on the 16th day of November, 1865, is hereby required to surrender himself to William Trotter, 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 ten o'clock in the forenoon precisely, at the County Court Office, Bishop Auckland. William Trotter, of Bishop Auckland, is the Official Assignee, and John Proud, Esq., of Bishop Auckland, is the Solicitor acting in the bankruptcy.

John Stephen Walter, late of East Peckham, in the county of Kent, out of business, and now of Charing, in the said county, Journeyman Saddler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Ashford, on the 15th day of November, 1865, is hereby required to surrender himself to Mr. Abraham Dangerfield, 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 County Court Office, No. 3, Bank-street. Mr. Abraham Dangerfield, of Ashford, is the Official Assignee, and Mr. John Dobree Norwood, of Ashford, is the Solicitor acting in the bankruptcy.

Philip Higgans, of the parish of Phillack, in the county of Cornwall, Innkeeper and Ore Dresser, having been adjudged bankrupt under a Petition for adjudication of Bank-

ruptcy, filed in the County Court of Cornwall, holden at Redruth, on the 15th day of November, 1865, is hereby required to surrender himself to John Luke Peter, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the Townhall, Redruth. The said Registrar is the Official Assignee.

Henry Halfpenny, of Union-street, Knighton, in the county of Radnor, Railway Goods Warehouseman, and previously of Hadley Lodge, in the parish of Wellington, in the county of Salop, Brickmaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Shropshire, holden at Wellington, on the 16th day of November, 1865, is hereby required to surrender himself to Robert Daniel Newill, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court. Robert Daniel Newill, Esq., is the Official Assignee, and Mr. William Marshall Taylor, of Wellington, is the Solicitor acting in the bankruptcy.

John Gilder Shaw, of Leeds, in the county of York, Printer and News Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 10th day of November, 1865, is hereby required to surrender himself to Thomas Marshall, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. Thomas Simpson, of Leeds, is the Solicitor acting in the bankruptcy.

John Hanson, of Leeds, in the county of York, General Commission Agent and Dealer in Fruit, Oysters, Tobacco, and Snuff, previously of Leeds aforesaid, Innkeeper, General Commission Agent, and Listing Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 10th day of November, 1865, is hereby required to surrender himself to Mr. Thomas Marshall, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

John Linton, of the parish of Suckley, in the county of Worcester, Dealer in Fruit and Cider, previously of the same place, Shopkeeper for the sale of Grocery Goods, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Worcester, on the 18th of November, 1865, is hereby required to surrender himself to Henry Crisp, Gentleman, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 4th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Worcester. Mr. Henry Crisp, of Worcester, is the Official Assignee, and Mr. Thomas Abraham Wilson, of Worcester, is the Solicitor acting in the bankruptcy.

Thomas Chandler, of No. 6, East-street, in the parish of East Stonehouse, in the county of Devon, Greenwich Out Pensioner, and Billiard Marker at the Royal Western Yacht Club, at East Stonehouse aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Devonshire, holden at East Stonehouse, on the 16th day of November, 1865, 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 2nd day of December next, at eleven o'clock in the forenoon precisely, at the said Court, St. George's-hall, East Stonehouse. The said Registrar is the Official Assignee, and Messrs. Beer and Rundle, of Devonport, are the Solicitors acting in the bankruptcy.

Henry Hannabuss, of No. 11, Catte-street, in the borough of Plymouth, in the county of Devon, Carter and Carrier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Devonshire, holden at East Stonehouse, on the 18th day of November, 1865, 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 2nd day of December next, at eleven o'clock in the forenoon precisely, at the said Court, St. George's-hall, East Stonehouse. The said Registrar is the Official Assignee, and Mr. Richard John Saltren Robins, of Plymouth, is the Solicitor acting in the bankruptcy.

William Hawkes, of Haselor, in the county of Warwick Beerhouse Keeper, Farmer, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Alcester, on the 18th day of November, 1865, is hereby required to surrender himself to Charles Jones, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at ten o'clock in the forenoon precisely, at the said Court. Charles Jones, Esq., is the Official Assignee, and Messrs. Scott and Horton, of Red-ditch, are the Solicitors acting in the bankruptcy.

Joseph Winscombe, of Middle Church-street, in the county of Cumberland, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cumberland, holden at Whitehaven, on the 17th day of November, 1865, is hereby required to surrender himself to Christopher Hodgkin, 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 precisely, at the said Court. Christopher Hodgkin, of Whitehaven, is the Official Assignee, and John Webster, of Whitehaven, is the Solicitor acting in the bankruptcy.

James Chamley, of No. 54, High Scotch-street, in Whitehaven, in the county of Cumberland, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cumberland, holden at Whitehaven, on the 17th day of November, 1865, is hereby required to surrender himself to Christopher Hodgkin, 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 precisely, at the said Court. Christopher Hodgkin, of Whitehaven, is the Official Assignee, and John Webster, of Whitehaven, is the Solicitor acting in the bankruptcy.

Martin Godfrey, of No. 44, Cherry-lane, Liverpool, in the county of Lancaster, Marine Store Dealer and Hawker, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, in the said county, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Manchester District, attending at the said Prison, on the 15th day of November, 1865, and the adjudication being directed to be prosecuted at the County Court of Lancashire, holden at Liverpool, is hereby required to surrender himself to Henry Hime, Esq., the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at half-past two o'clock in the afternoon precisely, at the said Court, at No. 80, Lime-street, Liverpool. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, is the Official Assignee.

Ebenezer Roderick, of No. 153, Bute-road, Cardiff, in the county of Glamorgan, Bookseller and Stationer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorganshire, holden at Cardiff, on the 15th day of November, 1865, is hereby required to surrender himself to Robert Francis Langley, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Saint Mary-street, Cardiff. Mr. Robert Francis Langley, of Saint Mary-street, Cardiff, is the Official Assignee, and Mr. Thomas H. Ensor, of Cardiff, is the Solicitor acting in the bankruptcy.

Cornelius Driscoll, of No. 21, Herbert-street, in the town of Cardiff, in the county of Glamorgan, Marine Store Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorganshire, holden at Cardiff, on the 17th day of November, 1865, is hereby required to surrender himself to Robert Francis Langley, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 4th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Saint Mary-street, Cardiff. Mr. Robert Francis Langley, of Saint Mary-street, Cardiff, is the Official Assignee, and Mr. Thomas H. Ensor, of Cardiff, is the Solicitor acting in the bankruptcy.

George Relley, of Marshal's Elm-street, in the county of Somerset, Beerhouse Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Wells, on the 11th of November, 1865, is hereby required to surrender himself to Edwin Lovell, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 25th day of November instant, at two o'clock in the afternoon precisely, at the County Court Office. The said Registrar is the Official Assignee, and Mr. Bulleid is the Solicitor acting in the bankruptcy.

William Houghton, of Little Houghton, in the county of Northampton, Blacksmith, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Northampton, on the 18th day of November, 1865, 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 7th day of December next, at twelve of the clock at noon precisely, at the County Court Office, Sheep-street, Northampton. William Dennis, Gentleman, of Northampton, is the Official Assignee, and Messrs. Sheild and White, of Northampton, are the Solicitors acting in the bankruptcy.

William Smith, of Northwood, in the borough of Hanley, in the county of Stafford, Journeyman Tobaccoist, formerly of Brunswick-street, in the borough of Hanley aforesaid, Stationer and Journeyman Tobaccoist, 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 18th day of November, 1865, 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 9th day of December next, at twelve of the clock at noon precisely, at the County Court Office, Lamb-street, Hanley. Mr. Edward Challinor, of Hanley, is the Official Assignee, and Mr. James Maxon, of Hanley, is the Solicitor acting in the bankruptcy.

Thomas Price, late of the Cambrian Inn, in the town of Crickhowell, in the county of Brecon, Innkeeper, but now of the parish of Llangenny, in the same county, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Brecknockshire, holden at Crickhowell, on the 16th of November, 1865, is hereby required to surrender himself to Edward John Cox Davies, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Edward John Cox Davies, Esq., of Crickhowell, is the Official Assignee, and William Lewis, Esq., of Crickhowell, is the Solicitor acting in the bankruptcy.

Henry Green, of Eastmeon, Habts. Land Measurer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Petersfield, on the 17th day of November, 1865, is hereby required to surrender himself to Charles John Mellersh, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 30th day of November instant, at eleven of the clock in the forenoon precisely, at the said Court. The Registrar of the said Court is the Official Assignee, and Joseph Soames, Esq., of Petersfield, 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.

Charles Sherwood Mercer, late of the Pickford Arms, Chalk Farm-road, in the county of Middlesex, Licensed Victualler, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy in London, attending at the Prison aforesaid, on the

19th day of October, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, a public sitting, for the said bankrupt to pass his Last Examination, and make applications for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 15th of December next, at the said Court, at Basinghall-street, in the city of London, at two in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Sydney and Son, of No. 46, Finsbury-circus, London, are the Solicitors acting in the bankruptcy.

Edward Neville Harris (sued as George Neville Harris), late of No. 13, Oxford-street, Southampton, in the town and county of Southampton, Optician, a Prisoner for Debt in the Borough Prison at Southampton, in the county of the same town, having been adjudged bankrupt by a Registrar of the County Court of Hampshire, holden at Southampton, attending at the Prison aforesaid, on the 19th day of October, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London 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 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. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Joseph Carter, of No. 4, Gresham-place, Camberwell-lane, Brixton, in the county of Surrey, Plumber, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of October, 1865, 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 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.

William Stafford, of No. 26, Beresford-terrace, Camberwell, Surrey, Journeyman Sawyer, and previously carrying on business at Brewhouse-yard, Saint John's-street, Clerkenwell, Middlesex, in copartnership with Uriah Bolton, under the style or firm of Bolton, Brothers, and Stafford, Box and Packing-case Makers, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 20th of October, 1865, 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 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.

William Thomas, formerly of No. 83, Marylebone-road, in the county of Middlesex, Foreman to a Builder, afterwards of No. 90, High-street, Marylebone, in the said county of Middlesex, Foreman to a Builder, then of No. 43, Tauxton-place, Park-road, Regent's-park, in the said county of Middlesex, Foreman to a Builder and Builder's Estimator and Measurer, and then and now of Canal Cottage, Great College-street, Camden Town, in the said county of Middlesex, Assistant to a Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 21st of October, 1865, 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 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.

Edward Olley the elder, of No. 4, Tryon's-place, Hackney, in the county of Middlesex, Journeyman Cabinet Maker (sued as E. Olley), lately in partnership with his son, Edward Olley the younger, and trading as Messieurs Olley and Son, at No. 4, Tryon's-place, Hackney aforesaid, as Cabinet Manufacturers, and lately occupying workshops at No. 3, Triangular-cottages, Mare-street, Hackney, in the said county of Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of October, 1865, 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. F. D. Rigby, of No. 12, Sise-lane, London, is the Solicitor acting in the bankruptcy.

Charles Ferdinand Fluss (sued as C. F. Fluss), formerly of No. 12, Richmond-road, Dalston, in the county of Middlesex, at the same time having an office at No. 8, Lavage-gardens, Tower-hill, in the city of London, Commission Agent, afterwards of No. 8, Arundel-cottages, St. Aubland-road, Dalston, but now of No. 9, Nelson-terrace, Victoria-road, Dalston, all in the county of Middlesex, Commercial Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1865, 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. Cooke, of No. 23, New Broad-street, London, is the Solicitor acting in the bankruptcy.

Robert Osborn Fuller, of Whalebone Farm, Buxhall, Stowmarket, in the county of Suffolk, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd of October, 1865, 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 twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Treberne and Co., of No. 75, Aldermanbury, London, are the Solicitors acting in the bankruptcy.

Alfred Bone, of No. 2, Grange-road, Star-corner, Bermondsey, in the county of Surrey, Plumber and Painter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1865, 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 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.

John Borrett, of the General Havelock Beer House, Lower Wandsworth-road, Battersea, Surrey, Beer Retailer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of October, 1865, 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 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.

No. 23040.

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William John Budd, formerly of Barking, in the county of Essex, Pawnbroker's Assistant, since of No. 34, Oxford-street, Mile End, in the county of Middlesex, Clerk to an Upholsterer, and now of No. 27, Northampton-street, Bethnal Green, in the same county, Clerk to an Upholsterer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1865, 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 of December next, at the said Court, at Basinghall-street, in the city of London, at two in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. 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 Watson Littler, of No. 2, Gresham-villas, Edmonton, in the county of Middlesex, Surgeon, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of October, 1865, 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 eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. T. Angell, of Guildhall Yard, London, is the Solicitor acting in the bankruptcy.

Stephen Liddiard, of No. 21, Seward-street, Goswell-street, in the county of Middlesex, Cowkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of October, 1865, 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 eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. C. V. Field, of No. 40, Ely-place, Holborn, London, is the Solicitor acting in the bankruptcy.

George Frederick Heriot La Farque, of Godalming, in the county of Surrey, Doctor of Medicine, in partnership with Richard Balchin, of the same place, as Surgeons, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1865, 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 eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. R. E. Leach, of No. 49, Bedford-row, is the Solicitor acting in the bankruptcy.

Humphrey Alleeson, of High-street, Homerton, in the county of Middlesex, Cattle Dealer and Cow Keeper, formerly of Paradise-place, Hackney, in the county of Middlesex aforesaid, Cattle Dealer and Cow Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of October, 1865, 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 of December next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. C. V. Field, of No. 40, Ely-place, Holborn, London, is the Solicitor acting in the bankruptcy.

James Hurley, of No. 75, Cannon street-road, Saint George's-in-the-East, in the county of Middlesex, Fruiterer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of October, 1865, 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. J. Edwards, of No. 26, Bush-lane, London, is the Solicitor acting in the bankruptcy.

Mary Jane Varnham, Widow, and Arthur Varnham (known and trading in copartnership as Varnham and Company), at No. 41, Bedford-street, Strand, in the county of Middlesex, and residing at No. 30, Carter-street, Walworth-road, in the county of Surrey, Booksellers and Stationers, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1865, a public sitting, for the said bankrupts to pass their Last Examination, and make application for their 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. J. W. Nicholson, of No. 48, Lime-street, City, and Mr. J. Nolley, Lawrence Pountney-lane, London, is the Solicitor acting in the bankruptcy.

Antonio Obiso, of No. 134, Gower-street, and of No. 231, Euston-road, both in the county of Middlesex, Gymnasiarch, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1865, 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. Lovegrove, of No. 5, South-square, Gray's-inn, London, is the Solicitor acting in the bankruptcy.

William Gould, of No. 43, formerly of No. 31, Endgate-hill, in the city of London, Hatter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1865, 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 Messrs. Innes and Son, of No. 95, Leadenhall-street, London, are the Solicitors acting in the bankruptcy.

Quarles Harris, late of No. 30, Jewry-street, Aldgate, in the city of London, Wine Merchant, and now of No. 45, Aldridge-road-villas, Bayswater, in the county of Middlesex, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1865, 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 in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. J. A. Morgan, of No. 1, Winchester-buildings, Old Broad-street, London, is the Solicitor acting in the bankruptcy.

William Hall, of No. 332, King's-road, Chelsea, No. 3, Bretton-terrace, King's-road, Chelsea, No. 11, Leader-street, Chelsea, all in the county of Middlesex, and of York-road Battersea, in the county of Surrey, Oil and Colourman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 12th day of October, 1865, 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. C. Armstrong, of No. 33, Old Jewry, London, is the Solicitor acting in the bankruptcy.

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. T. Davis, of No. 9, Ironmonger-lane, London, is the Solicitor acting in the bankruptcy.

Frank Joseph Blader, of Belvidere-cottage, Sunny Side, Wimbledon, in the county of Surrey, Clerk in Her Majesty's Stationery Office, 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 October, 1865, 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. J. Priest, of No. 19, Bocking-hall-street, Strand, London, is the Solicitor acting in the bankruptcy.

Charles Edward Allard, of No. 210, Pentonville-road, in the county of Middlesex, Herbalist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th of October, 1865, 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 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. Hawkins and Co., of No. 2, New Bowell-burg, London, are the Solicitors acting in the bankruptcy.

William King, of King-street, Richmond, in the county of Surrey, Saddler and Harness Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of October, 1865, 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 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.

John Plackett and Thomas Francis Davenport, both of No. 29, Falcon-square, Aldersgate-street, and formerly of No. 8, Addles-street, Wood-street, both in the city of London, Boot and Shoe Manufacturers, and Factors, and Copartners in trade, trading under the style or firm of Plackett and Co., the said John Plackett residing at No. 7, Kent-villas, Grange-road, Dalston, and the said Francis Davenport residing at No. 3, Sampson's-terrace, Marlborough-road, Dalston, both 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 25th day of October, 1865, 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 two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. J. Hard, of No. 22, Coleman-street, London, is the Solicitor acting in the bankruptcy.

William Nale, of the Rose and Crown, Norwood, in the county of Surrey, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of October, 1865, 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 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. C. Armstrong, of No. 33, Old Jewry, London, is the Solicitor acting in the bankruptcy.

Robert Shaller, late of Camberwell, in the county of Surrey, having been adjudged bankrupt by a Registrar attending the Sessions at the 15th day of September, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy in London, aforesaid, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 21st day of December next, at the said Court, at Basinghall-street, in the city of London, at half past two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. 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.

Joseph May, of Basinghall-street, in the county of Surrey, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (informa pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 11th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 21st day of December next, at the said Court, at Basinghall-street, in the city of London, at half past two in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

John Clark, of the Great Northern Potato Market, York-road, King's Cross, and No. 22, Manchester-street, Gray's Inn-road, both in the county of Middlesex, Potato Merchant and Salesman, carrying on business under the style or firm of Clark and Company, at the Great Northern Potato Market aforesaid, as a Potato Salesman, and lately carrying on business in copartnership with John Taylor, of Crow in the county of Lincoln, and the Great Northern Potato Market aforesaid, under the style or firm of Clark and Company, Potato Merchant and Salesman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 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. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. H. H. Poole, of No. 58, Bartholomew Close, is the Solicitor acting in the bankruptcy.

John Foster, of No. 37, Church-street, Shoreditch, in the county of Middlesex, Saddler and Harness Manufacturer, 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, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 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. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. B. Peyerley, of No. 73, Coleman-street, is the Solicitor acting in the bankruptcy.

William Thomas Lyon, of No. 10, Lower-Than-Hill, Brixton, in the county of Surrey, Plumber, Painter, and Glazier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 31st day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 14th day of December next, at the said Court, at Basinghall-street, in the city of London, at two in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. J. Weymouth, of No. 18, Clifford's-inn, is the Solicitor acting in the bankruptcy.

Peter Panter, of No. 33A, Liqueurpond-street, Gray's Inn-road, in the county of Middlesex, Builder and Shop Fitter,

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, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 14th day of December next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Dod and Longstaffe, of No. 16, Berners-street, are the Solicitors acting in the bankruptcy.

John Mills Wills, of No. 32, Upper East Smithfield, in the county of Middlesex, Surgeon, formerly of Rotherhithe in the county of Surrey, in partnership with Thomas Warwick, as Manufacturing Chemist, 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 July, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 14th day of December next, at the said Court, at Basinghall-street, in the city of London, at half past two in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. A. Mose, of No. 28, Martin's-lane, Cannon-street, is the Solicitor acting in the bankruptcy.

John Henderson Perkins, formerly of the Yorkshire Grey Tavern, Cheyne-walk, Chelsea, in the county of Middlesex, Licensed Victualler, but now residing at No. 106, Brompton-road, Brompton, in the county of Middlesex, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 1st day of November, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 19th day of December next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

John Abraham, of Dunstable, in the county of Bedford, Straw Hat Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Thomas Ewing Winslow, Esq., a Commissioner of the said Court, on the 7th day of December next, at the said Court, at Basinghall-street, in the city of London, at half past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Hartley Hamer Stanfield, of No. 33, Lincoln's-inn-fields, London, is the Official Assignee, and Mr. Wm. Mardon, of No. 99, Newgate street, London, is the Solicitor acting in the bankruptcy.

John Rowley, of Lewisham, Penn-road, and Cook-street, Wolverhampton, in the county of Stafford, and Spectacle Frame Manufacturer, 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 31st of October, 1865, 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 21st 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. Hodgson and Son, of Birmingham, are the Solicitors acting in the bankruptcy.

Norris William Best, of Wednesbury, in the county of Stafford, Surgeon, Apothecary, and Dealer in Drugs, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 19th day of October, 1865, 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 7th 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. G. Kinnear, of No. 17, Waterloo-street, Birmingham, is the Official Assignee, and Mr. John Smith, of Birmingham, is the Solicitor acting in the bankruptcy.

Richard Griffiths, of Philliloads Farm, Alveley, near Bridgnorth, in the county of Salop, Farmer, 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 of November, 1865, 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 21st 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.

John Hodges, of Droitwich, in the county of Worcester, out of business and employment, previously of Hoddington Hill Farm, near Droitwich aforesaid, Farmer, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 31st of October, 1865, 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 21st 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.

Thomas Wyatt, of Durdridge Farm, in the parish of Saint George, in the county of Gloucester, Farmer and Cider Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 16th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 4th day of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee.

John Milnes, of the Bristol-road, near the city but in the county of Gloucester, Contractor, formerly also staying at the Lord Nelson Inn, Milford Haven, in the county of Pembroke, while engaged in the construction of a Dock at Milford Haven, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 17th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 4th day of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. T. Smith, of Gloucester, and Messrs. Press and Inskip, of Bristol, are the Solicitors acting in the bankruptcy.

James Isaacs, of Saint Ives Inn, Swansea, in the county of Glamorgan, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 16th of September, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 5th of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Press and Inskip, of Bristol, are the Solicitors acting in the bankruptcy.

James Savage, of Cardiff, in the county of Glamorgan, Sail Maker and Ship Chandler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 17th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 4th day of December

next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Press and Inskip, of Bristol, are the Solicitors acting in the bankruptcy.

Alfred Ford, of No. 11, George-street, Plymouth, in the county of Devon, Baker and Confectioner, 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 27th day of October, 1865, 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 28th of December next, at the said Court, at the Athenæum, Plymouth, at half-past twelve in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Theophilus Carriek, of Queen-street, Exeter, is the Official Assignee, and Messrs. Edmonds and Sons, of Plymouth, are the Solicitors acting in the bankruptcy.

Henry Hunter Golding, of No. 9, Brunswick-street, Liverpool, in the county of Lancaster, Corn Merchant (sued as Henry H. Golding), 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 25th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Henry James Perry, Esq., a Commissioner of the said Court, on the 14th 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 Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and Messrs. Jenkins and Roe, of Castle-street, Liverpool, are the Solicitors acting in the bankruptcy.

Anna Maria Trubshaw, of Blackpool, in the county of Lancaster, Schoolmistress, Widow, 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 28th of October, 1865, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held before Henry James Perry, Esq., the Commissioner of the said Court, on the 11th day of December next, at the said Court, at Liverpool, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and William Harding, Esq., of Tunstall, is the Solicitor acting in the bankruptcy.

John Mooney, late of Huddersfield, in the county of York, carrying on business as a Cotton Dealer, then of Liverpool, in the county of Lancaster, Shipping and Forwarding Agent, then of No. 14, Howard-street, Manchester, in the said county of Lancaster, Cotton and Waste Dealer, trading in copartnership with Samuel Law, of Todmorden and Manchester aforesaid, as Cotton and Waste Dealers, then of No. 10, Carnarvon-street, Manchester aforesaid, carrying on business as a Cotton Waste Dealer on his own account, then of No. 15, Pimlott-street, Manchester aforesaid, Salesman, and now residing at Clayton-bridge, near Manchester aforesaid, carrying on business as a Cotton Waste Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 30th day of October, 1865, 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 18th 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 Motgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. John Leigh, of Manchester, is the Solicitor acting in the bankruptcy.

Joseph Robinson and David Robinson, of Granby-row, Manchester, in the county of Lancaster, Brassfounders and Finishers, trading in copartnership under the name of Joseph Robinson (only), 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 2nd day of November, 1865, 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 4th 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. R. D. Law, of Manchester, is the Solicitor acting in the bankruptcy.

John Samuel Suggden, of Leeds, in the county of York, General Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 19th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, will be held on the 5th day of December next, at the said Court, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

William Dobb, the elder, of Stocks Hill, Holbeck, Leeds, in the county of York, Small Shopkeeper and Cow Leech, previously of Stanningley, near Leeds, aforesaid, carrying on the said business, formerly of Swinnow, near Leeds aforesaid, carrying on the same business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 23rd day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, will be held on the 5th day of December next, at the said Court, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

Michael Moses Shedyack, late of No. 11, Berkeley-street, Toxteth Park, Liverpool, Bookkeeper, previously of No. 5, Elizabeth-street, Chetham-hill, Manchester, Bookkeeper, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in forma pauperis), filed in the County Court of Lancashire, holden at Lancaster, on the 30th day of September, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the County Court, at Nicholas-croft, Manchester, to which Court the proceedings have been transferred, on the 5th day of December next, at half-past one o'clock in the afternoon, precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Samuel Kay, of Manchester, is the Official Assignee, and Mr. J. Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

William Armin, late of the Earl Stafford, in Thomas-street, Barnsley, in the county of York, Publican and Coal Leader, but now of Joseph-street, Wilson-piece, in Barnsley aforesaid, Coal Leader, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Barnsley, on the 27th day of October, 1865, 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, on the 7th day of December next, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. William Shepherd is the Official Assignee, and Mr. Henry Patteson, of Sheffield, is the Solicitor acting in the bankruptcy.

William Eys, of Old Mill, near Barnsley, in the county of York, Boot and Shoe Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Barnsley, on the 28th day of October, 1865, 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, on the 7th day of December next, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. William Shepherd is the Official Assignee, and Mr. Edward Williamson, of Barnsley, is the Solicitor acting in the bankruptcy.

James Walker, late residing at the British Oak Inn, No. 1, in John-street, in Bury, in the county of Lancaster, Innkeeper, and now residing at No. 29, in John-street aforesaid, in lodgings and out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Bury, on the 27th day of October, 1865, 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 Town-hall, Bury, on the 13th 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.

John Weston, of Millbrook, in the county of Southampton, Saddler and Harness Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Southampton, on the 24th day of October, 1865, 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 Southampton, 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. Mr. A. S. Thorndike, of Southampton, is the Official Assignee, and Mr. Bryan Mackey, of Manchester-street, Southampton, is the Solicitor acting in the bankruptcy.

John Arthur Jones, of No. 17, Russell-place, Cheltenham, in the county of Gloucester, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Cheltenham, on the 24th day of October, 1865, 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, Regent-street, Cheltenham, on the 8th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Charles Francis Gale, of Cheltenham, is the Official Assignee, and Mr. William Boodle, of Cheltenham, is the Solicitor acting in the bankruptcy.

Samuel Roberts, of Blackwood, in the county of Monmouth, Innkeeper and Carpenter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Monmouthshire, holden at Tredegar, on the 23rd day of October, 1865, 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 Tredegar, on the 13th day of December next, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. 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 Ellis, of Harrogate, in the county of York, Blacksmith, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Knaresborough, on the 12th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Knaresborough, on the 7th day of December next, at half-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Mr. H. B. Harle, of Leeds, is the Solicitor acting in the bankruptcy.

William Wright, of Harpole, in the county of Northampton, Eggot Seller, late a Prisoner for Debt in the County Gaol at Northampton, in and for the county of Northampton, having been adjudged bankrupt (in forma pauperis), by the Registrar of the County Court of Northamptonshire, holden at Northampton, on the 20th day of October, 1865, 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 10th day of January next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Dennis, Gentleman, of Northampton, is the Official Assignee.

James Taylor, of Ash, near Sandwich, in the county of Kent, Market Gardener, Pig Dealer, and Pork Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, at Deal, holden at Sandwich, on the 25th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Guildhall, Sandwich, on the 18th day of December next, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Cave Hall, of Deal, is the Official Assignee, and Mr. Egerton Isaacson, of Margate, is the Solicitor acting in the bankruptcy.

Joseph Taylor Durrant, late of Chelmsford, in the county of Essex, Cattle Dealer, and late a Prisoner for Debt in the Debtor's Prison for London and Middlesex, in the city of London, having been adjudged bankrupt (in forma pauperis), by a Registrar of the London Court of Bankruptcy, attending at the said Prison, on the 19th day of October, 1865, and the adjudication being directed to be prosecuted in the County Court of Essex, holden

at Chelmsford, 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 Shire-hall, Chelmsford, on the 4th 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. Thomas Morgan Gepp, of Chelmsford, is the Official Assignee, and Messrs. Duffield and Bruty, of No. 30, Cornhill, London, are the Solicitors acting in the bankruptcy.

James Whitaker, of Preston, in the county of Lancaster, Grocer, Flour Dealer, Baker, Dealer and Chapman, having been adjudged bankrupt by a Registrar of Her Majesty's Court of Bankruptcy for the Manchester District, on the 11th day of October, 1865, and the proceedings thereunder having been ordered to be transferred to the County Court of Lancashire, holden at Preston, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said last-mentioned Court, at Preston, on the 12th 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. Miles Myres, of Preston, is the Official Assignee, and Mr. William James Plant, of Preston, is the Solicitor acting in the bankruptcy.

Benjamin Pearce, of Walsingham-place, in the borough of Truro, in the county of Cornwall, Statuary Mason, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cornwall, holden at Truro, on the 30th day of October, 1865, 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, Truro, on the 16th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. John Gilbert Chilcott, of Truro, is the Official Assignee, and Frederick Marshall, of Truro, is the Solicitor acting in the bankruptcy.

David Parker, for six months last past residing in Dugdale-street, Chilterns Coton, but now of Stöckingford, in the parish of Nuneaton, in the county of Warwick, Brick-maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Nuneaton, on the 19th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the Townhall, Nuneaton, 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. Henry Dewes, Esq., of Nuneaton, is the Official Assignee, and Mr. George William Craddock, of Nuneaton, is the Solicitor acting in the bankruptcy.

John Evans, of Tanyffordd, in the parish of Llanfairfechan, in the county of Carnarvon, Builder and Quarryman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Carnarvonshire, holden at Bangor, on the 11th day of October, 1865, 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 Bangor, on the 11th day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry Lloyd Jones, of Bangor, Registrar of the said Court, is the Official Assignee, and Mr. J. Griffith Jones, of Conway, is the Solicitor acting in the bankruptcy.

William Mercer, of Cross Howel, in the township of Burton, in the parish of Gresford, in the county of Denbigh, late Brewer, now of no occupation, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Denbighshire, holden at Wrexham, on the 30th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the Townhall, at Wrexham, on the 19th 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. Thomas Edgworth, Esq., of Wrexham, is the Official Assignee, and William Sherratt, Esq., of Wrexham, is the Solicitor acting in the bankruptcy.

Friend Hyland, of Railway-street, Rainham, in the county of Kent, before that occupying lodgings at Railway-street, Rainham aforesaid, and before that occupying part of a house at No. 9, Union-street, Troy Town, Rochester, in the said county of Kent, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Sittingbourne, on the 1st day of November, 1865, 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 Sittingbourne, on the 2nd of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and William Webb Hayward, of Rochester, is the Solicitor acting in the bankruptcy.

John Cooke, of the Trench, in the parish of Eyton-on-the-Wildmoors, in the county of Salop, Farmer and Farm Bailiff, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Shropshire, holden at Wellington, on the 28th of October, 1865, 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, on the 8th day of December next, at the said Court, at Wellington, at half-past ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Robert Daniel Newell, Esq., of Wellington, is the Official Assignee, and Mr. James Walker, of the same place, is the Solicitor acting in the bankruptcy.

Henry John Brice, of Foundry-lane, Smethwick, in the county of Stafford, Baker, Grocer, and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Oldbury, on the 8th day of November, 1865, 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 Oldbury, on the 5th 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. George Steward Watson, Esq., of Westbromwich, is the Official Assignee, and George Stanley Gem, of Birmingham, is the Solicitor acting in the bankruptcy.

John Evans, of No. 9, Duke-street, Aberdare, in the county of Glamorgan, Labourer, and formerly of Llanddwibref, in the county of Cardigan, Carrier, Cheese and Bacon Factor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorganshire, holden at Aberdare, on the 18th day of October, 1865, 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 Temperance-hall, Aberdare, on the 13th 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. Isaac Davies Rees, of Dean-street, Aberdare, is the Official Assignee, and Mr. John Plews, of Merthyr Tydfil, is the Solicitor acting in the bankruptcy.

Alfred Judd, late of Great Bowden, in the county of Leicester, Auctioneer and Appraiser and Dealer in Flour, but now of Potton, in the county of Bedford, Attorney's Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Leicestershire, holden at Market Harborough, on the 25th of September, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Mr. Serjeant Miller, the Judge of the said Court, at the Corn Exchange, Market Harborough, on the 9th day of December next, at half-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Arthur Wright is the Official Assignee, and Mr. D. A. D. Rawlins, of Market Harborough, is the Solicitor acting in the bankruptcy.

Thomas Huband Hull, late of Blackwell, in the parish of Bromsgrove, in the county of Worcester, Grocer and Provision Dealer, now of the Lickey's End, in the same parish, out of business, residing in lodgings at the house of William Hall, at the Lickey's End aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Bromsgrove, on the 31st day of October, 1865, 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 Bromsgrove, on the 18th 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. Thomas Scott, Esq., is the Official Assignee, and Mr. Richard Lovelace Homer Mole, of Bromsgrove, is the Solicitor acting in the bankruptcy.

William Murr White, of the city of Lincoln, Builder and Contractor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the Leeds District Court of Bankruptcy, holden at Hull, on the 6th day of October, 1865, and the proceedings having been transferred, under an Order dated 1st day of November, 1865, to the County Court of Lincolnshire, holden at Lincoln, 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 last-named Court, on the 12th of December next, at the said Court, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Field Uppley, Esq., Registrar of the said Court, is the Official Assignee, and William Rex, of Lincoln, is the Solicitor acting in the bankruptcy.

Henry Lines, of No. 11, Foundry-street, Northampton, in the county of Northampton, Beerseller and Coal Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Northampton, on the 1st day of November, 1865, 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 10th day of January next, at eleven o'clock in the forenoon 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. Shield and White of Northampton, are the Solicitors acting in the bankruptcy.

William Negus, of No. 2, Saint Peter's-street, Northampton, in the county of Northampton, Beerseller and Gardener, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Northampton, on the 31st of October, 1865, 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 10th day of January next, at eleven of the clock in the forenoon 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. Shield and White, of Northampton, are the Solicitors 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.

George Gosling, of No. 137, Brompton-road, in the county of Middlesex, Ironmonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 1st of August, 1864, a public sitting, for the said bankrupt to make application for his Order of 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 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 Co., of No. 7, Walbrook, London, is the Solicitor acting in the bankruptcy.

William Dibb the elder, of Stocks-hill, Holbeck, Leeds, in the county of York, small Shopkeeper and Cow Leech, previously of Stauningley, near Leeds aforesaid, carrying on the said business, formerly of Swinnow, near Leeds aforesaid, carrying on the same business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 23rd of October, 1865, a public sitting of the said Court, for the said bankrupt to make application for his Discharge, will be held on the 6th day of December next, at the said Court, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton-Harle, of Leeds, is the Solicitor acting in the bankruptcy.

John Samuel Sugden, of Leeds, in the county of York, General Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 19th of October, 1865, a public sitting of the said Court, for the said bankrupt to make application for his Discharge, will be held on the 6th day of December next, at the said Court, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to sur-

render. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton-Harle, of Leeds, is the Solicitor acting in the bankruptcy.

In the Matter of Francis Maitland, of the borough of the county of Newcastle-upon-Tyne, Grocer and Tea Dealer, who was adjudged bankrupt by Her Majesty's Court of Bankruptcy for the Newcastle-upon-Tyne district, on the 13th day of September, 1861, and who passed, his examination, but did not apply for a certificate of conformity in accordance with the then law of bankruptcy.

NOTICE is hereby given, that the Court has appointed a public sitting to be held at the District Court of Bankruptcy, in the Royal Arcade, Newcastle-upon-Tyne, before Theophilus Bennett Hoskyns Abraham, Esquire, the Commissioner of the said Court, on the 6th day of December next, at one o'clock in the afternoon, for considering the question of granting to the bankrupt an Order of Discharge, when the Assignees or any creditor who have proved may be heard against such discharge.

The Bankruptcy Act, 1861.

Notice of Dividend Meetings¹

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 Henry Philip Roche, Esq., Registrar:

Ellen Maria Piddelle, of No. 94, Crawford-street, Bryanstone-square, and No. 75, Lupus-street, Picnic, Ladies' Outfitter and Dealer in Baby Linen, having apartments at No. 39, Dorset-street, Portman-square, all in Middlesex, Widow, adjudicated bankrupt on the 28th day of June, 1865. A Dividend Meeting will be held on the 11th day of December next, at twelve o'clock at noon precisely.

Henry Atwood and Alfred Atwood, both of Gloucester-road, Old Brompton, in the county of Middlesex, Market Gardeners and Copartners in Trade, adjudicated bankrupts on the 15th day of October, 1864. A Dividend Meeting will be held on the 11th day of December next, at twelve o'clock at noon precisely.

Albert Henry Ernst and Julius Adolph Ernst, both of No. 5, Falcon-street, Aldersgate-street, in the city of London, Fancy Warehouseman, carrying on business in partnership under the style or firm of Ernst, Brothers, adjudicated bankrupts on the 1st day of July, 1865. A Dividend Meeting will be held on the 11th day of December 1865, at eleven o'clock in the forenoon precisely.

Charles William Price, of Nos. 19 and 20, Clerkenwell-green, in the county of Middlesex, and No. 46, Westgate-street, Ipswich, in the county of Suffolk, and during part of the time residing at Hope-cottage, Wood-lane, Highgate, in the said county of Middlesex, Glass Bender and Stainer, adjudicated bankrupt on the 11th day of April, 1864. A Dividend Meeting will be held on the 18th day of December, 1865, at eleven o'clock in the forenoon precisely.

Abraham Downton and George Satchwell, of the New Inn-yard, Old Bailey, in the city of London, Provision Merchants and Wholesale Cheesemongers and Partners, the said Abraham Downton also carrying on the same businesses at King's Cross and elsewhere, by retail, on his own separate account, adjudicated bankrupts on the 4th day of January, 1862. A Dividend Meeting, under the separate estate of George Satchwell, will be held on the 4th day of December next, at twelve o'clock at noon precisely.

George Read, of No. 8, West-place, Islington-green, in the county of Middlesex, and of No. 5, Camden-street, Islington-green aforesaid, Smith and Stove Maker, adjudicated bankrupt on the 12th day of November, 1864. A Dividend Meeting will be held on the 18th day of December next, at eleven o'clock in the forenoon precisely.

John Tugwell, of No. 5, West-street, Horsham, in the county of Sussex, Stationer, Bookbinder, and Printer, adjudicated bankrupt on the 23rd day of January, 1865. A Dividend Meeting will be held on the 18th day of December next, at eleven o'clock in the forenoon precisely.

William Dean, of No. 18, Tottenham-court-road, and Nos. 3 and 4, Queen's-buildings, Tottenham-court-road aforesaid, both in the county of Middlesex, Wholesale Upholsterer, adjudicated bankrupt on the 23rd day of

August, 1864. A Dividend Meeting will be held on the 18th day of December next, at twelve o'clock at noon precisely.

Henry Ellis Kincaid, of Bolton-house, Turnham-green, Middlesex, Schoolmaster, adjudicated bankrupt on the 27th day of March, 1865. A Dividend Meeting will be held on the 18th 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:

Edward Sirett, of Steeple Claydon, near Winslow, and Amersham, both in the county of Buckingham, Farmer, adjudicated bankrupt on the 13th day of July, 1865. A Dividend Meeting will be held on the 6th day of December next, at eleven o'clock in the forenoon precisely.

Timothy Goodman, of Warminster, in the county of Wilts, Scrivener, adjudicated bankrupt on the 1st day of May, 1865. A Dividend Meeting will be held on the 6th day of December next, at eleven o'clock in the forenoon precisely.

Thomas Henry Castle, of No. 5, London-street, Reading, in the county of Berks, Linen Draper, adjudicated bankrupt on the 17th day of February, 1865. A Dividend Meeting will be held on the 16th day of December next, at eleven o'clock in the forenoon precisely.

Donald Geddes, of the Royal York Hotel, Above Bar-street, in the town and county of the town of Southampton, Hotel Keeper, adjudicated bankrupt on the 22nd day of September, 1865. A Dividend Meeting will be held on the 6th day of December next, at eleven o'clock in the forenoon precisely.

Horace Stebbing Roscoe St. John, of Crown-hill, Norwood, in the county of Surrey, Literary Author, adjudicated bankrupt on the 9th day of January, 1862. A Dividend Meeting will be held on the 6th day of December next, at twelve o'clock at noon precisely.

Charles Saxby, of Rodmell, in the county of Sussex, and also of No. 12, High-street, Brighton, in the said county, Seedsman, adjudicated bankrupt on the 8th day of September, 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 for the Liverpool District, at Liverpool, before T. Mining, Esq., a Registrar:

Thomas Hindle, of No. 8, Mill-road, previously of Whitefield-lane, both in Everton, and also of Garston, in the county of Lancaster, Licensed Victualler, Builder, Brick-maker, and Contractor, and occasionally trading under the style or firm of Thomas Hindle and Company, adjudicated bankrupt on the 23rd day of June, 1865. A Dividend Meeting will be held on the 1st day of December next, at eleven o'clock in the forenoon precisely.

William Foreman, of Saint Helen's, in the county of Lancaster, Printer, Stationer, and Newspaper Proprietor, adjudicated bankrupt on the 1st day of June, 1865. A Dividend Meeting will be held on the 1st day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Cambridgeshire, holden at the County Court Office, Sidney-street, Cambridge, before John Eaden, Esq., Registrar:

William Williams, of Little Shelford, in the county of Cambridge, Builder, adjudicated bankrupt on the 3rd day of January, 1865. A Dividend Meeting will be held on the 4th day of December next, at one o'clock in the afternoon precisely.

Alfred Gray, of Great Wilbraham, in the county of Cambridge, Pollard Merchant, adjudicated bankrupt on the 17th day of June, 1865. A Dividend Meeting will be held on the 4th day of December next, at half-past twelve o'clock in the afternoon precisely.

At the County Court of Hampshire, holden at Winchester, before Benjamin C. Godwin, Esq., the Registrar:

John Hancox, of East-street, in the parish of New Alresford, in the county of Hants, Millwright, Engineer, and Dealer in Metals, adjudicated bankrupt on the 15th day of June, 1865. A Dividend Meeting will be held on the 14th day of December next, at eleven o'clock in the forenoon precisely.

John Williams and George Williams, trading under the style or firm of J. and G. Williams, of Ropley, near Alresford, in the county of Southampton, Tailors and Copartners, adjudicated bankrupts on the 13th day of April, 1865. A Dividend Meeting will be held on the 14th day of December next, at eleven o'clock in the forenoon precisely.

James George Barnes, late of Freemantle, and now of the Grove, Bishopstoke, both in the county of Southampton,

Merchant's Clerk, adjudicated bankrupt on the 6th day of April, 1865. A Dividend Meeting will be held on the 14th day of December next, at eleven o'clock in the forenoon precisely.

William Tall, of St. Cross Turnpike-gate, Winchester, in the county of Southampton, Lessee of Tolls, adjudicated bankrupt on the 28th day of February, 1865. A Dividend Meeting will be held on the 14th day of December, 1865, at eleven o'clock in the forenoon precisely.

William Bappel Dear, late of Cheriton, in the county of Hants, Innkeeper and Brewer, and now of Dibden, in the said county, out of business, adjudicated bankrupt on the 4th day of August, 1864. A Dividend Meeting will be held on the 14th day of December, 1865, at eleven o'clock in the forenoon precisely.

Richard William Andrews, late of No. 22, Eastgate-street, Winchester, in the county of Hants, Draper's Assistant, and now of No. 2, St. James's-street, Winchester, out of business, adjudicated bankrupt on the 15th day of June, 1864. A Dividend Meeting will be held on the 14th day of December, 1865, at eleven o'clock in the forenoon precisely.

At the County Court of Brecknockshire, holden at Brecknock, before the Registrar:

Hoper Dixon, late of Ashford, in the parish of Llanddety, in the county of Brecknock, deceased, adjudicated bankrupt on the 30th day of April, 1862. A Dividend Meeting will be held on the 7th day of December next, at twelve o'clock at noon precisely.

At the County Court of Durham, holden at Darlington, before Thomas Bowes, Esq., Registrar:

Robert Chapman, of Sadberge, in the county of Durham, Innkeeper, adjudicated bankrupt on the 28th day of March, 1865. A Dividend Meeting will be held on the 5th day of December next, at eleven o'clock in the forenoon precisely.

John Mark Temple, of Darlington, in the county of Durham, Maltster and Publican, adjudicated bankrupt on the 20th day of April, 1865. A Dividend Meeting will be held on the 5th day of December next, at twelve o'clock at noon precisely.

At the said Meetings the Assignees will, in pursuance of the 174th section of the said Act, submit statements of the Bankrupt's estate 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:—

Cullen Forth Wordsworth, of Stoke-by-Nayland, in the county of Suffolk, Tutor, adjudicated bankrupt on the 10th day of November, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 9th day of November, 1864, subject to and after a suspension of eighteen calendar months from the said 10th day of November, 1863.

William Moody, late of No. 7, Bridge-street, Greenwich, in the county of Kent, Basket Maker and Greengrocer, adjudicated bankrupt on the 18th day of May, 1864. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 8th day of July, 1865.

John Jacob Schafer, of No. 6, Grafton-street, Fitzroy-square, in the county of Middlesex, Tailor, adjudicated bankrupt on the 4th day of July, 1865. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 7th day of October, 1865.

Charles Skeels Piggins, trading in the name of Charles Skeels, late of No. 31, Cranbourne-street, Leicester-square, but now of No. 16, Church-lane, Whitechapel, both in the county of Middlesex, Saw and Tool Maker, Dealer and Chapman, adjudicated bankrupt on the 19th day of May, 1864. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 12th day of August, 1864.

Charles Smith, of No. 27, Cottenham-road, Hornsey-road, in the county of Middlesex, Grocer and Cheesemonger, late of No. 229, Holloway-road, in the said county, Grocer and Tea Dealer, adjudicated bankrupt on the 19th day of July, 1865. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 21st day of October, 1865.

Frederick Norman, of No. 56, Brook-street, Grosvenor-square, in the county of Middlesex, Milliner, formerly of Carey-villas, Hammersmith, and of No. 13, Connaught-terrace, Edgware-road, both in the said county, Assistant to a Silversmith and Jeweller, and also carrying on business as a Milliner, adjudicated bankrupt on the 31st day of July, 1865. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 7th day of November, 1865.

George Augustus Munro, late of Swansea, in the county of Glamorgan, Timber Merchant, and afterwards carrying on business at Swansea aforesaid, and also at No. 69, Fenchurch-street, in the city of London, as Manufacturer of Zinc Oxide and Spelter, in copartnership with Edward Baron Wilstone and James Humly, under the style or firm of the English Metallic Paint Company, but now a Prisoner for Debt in the Gaol of Cardiff, in and for the said county, adjudicated bankrupt on the 27th day of May, 1865. An Order of Discharge was granted by the Court of Bankruptcy for the Bristol District, at Bristol, on the 14th day of November, 1865.

James Smith, of No. 33, Heaton-lane, Stockport, in the county of Chester, Grocer and Tea Dealer, Dealer and Chapman, adjudicated bankrupt on the 21st day of August, 1865. An Order of Discharge was granted by the Court of Bankruptcy, Manchester, on the 16th day of November, 1865.

Thomas Hope Green Berrey, of Sedgley, Bank, Higher Broughton, in Salford, in the county of Lancaster, Clerk and Bookkeeper, adjudicated bankrupts on the 25th day of March, 1865. An Order of Discharge was granted by the Court of Bankruptcy, Manchester, on the 16th day of November, 1865.

Henry Charles Sherborne, of Basingstoke, in the county of Southampton, Commercial Traveller, adjudicated bankrupt on the 20th day of September, 1865. An Order of Discharge was granted by the County Court of Hampshire, holden at Basingstoke, on the 10th day of November, 1865.

George Attwood the younger, of Basingstoke, in the county of Southampton, Tailor, adjudicated bankrupt on the 30th day of September, 1865. An Order of Discharge was granted by the County Court of Hampshire, holden at Basingstoke, on the 10th day of November, 1865.

James Burnham, of Waterloo-bridge, Christchurch, in the county of Southampton, Builder and Contractor, adjudicated bankrupt on the 31st day of August, 1865. An Order of Discharge was granted by the County Court of Hampshire, holden at Christchurch, on the 15th day of November, 1865.

Thomas Jones, of Brynmawr, in the parish of Llanely, in the county of Brecon, Tailor, Draper, and Grocer, and also Parish Clerk, adjudicated bankrupt on the 12th day of September, 1865. An Order of Discharge was granted by the County Court of Monmouthshire, holden at Tredegar, on the 15th day of November, 1865.

Margaret Thomas, of the Kewch, in the parish of Colon, in the county of Radnor, Widow, adjudicated bankrupt on the 16th day of August, 1865. An Order of Discharge was granted by the County Court of Herefordshire, holden at Kingston, on the 16th day of November, 1865.

Rachel Exley, in lodgings at Carlinghow, in the parish of Batley, in the county of York, Widow, out of business, previously of the West Town Inn, West Town, in the parish of Dewsbury, in the said county of York, Innkeeper, adjudicated bankrupt on the 1st day of September, 1865. An Order of Discharge was granted by the County Court of Yorkshire, holden at Dewsbury, on the 17th day of November, 1865.

William Goss, of Crediton, in the county of Devon, Labourer, adjudicated bankrupt on the 10th day of October,

1865. An Order of Discharge was granted by the County Court of Devonshire, holden at Crediton, on the 15th day of November, 1865.

Albert Winter, of South-street, Havant, in the county of Hants, Master Mariner, adjudicated bankrupt on the 22nd day of August, 1865. An Order of Discharge was granted by the County Court of Hampshire, holden at Portsmouth, on the 15th day of November, 1865.

John Charles Clayton, of Syston, in the county of Leicester, Baker, Flourseller, and Beerhouse Keeper, and Dealer in Tobacco, adjudicated bankrupt on the 26th day of August, 1865. An Order of Discharge was granted by the County Court of Leicestershire, holden at Leicester, on the 15th day of November, 1865.

Thomas Craven, of No. 29, Havelock-street, Leicester, in the county of Leicester, Machinist and Overlooker, adjudicated bankrupt on the 25th day of September, 1865. An Order of Discharge was granted by the County Court of Leicestershire, holden at Leicester, on the 15th day of November, 1865.

Robert Mee, of No. 15, Oxford-street, Leicester, in the county of Leicester, Carpenter and Joiner, adjudicated bankrupt on the 20th day of September, 1865. An Order of Discharge was granted by the County Court of Leicestershire, holden at Leicester, on the 15th day of November, 1865.

John Charles May, of Aylesbury, in the county of Buckingham, Sign Painter and Photographer, adjudicated bankrupt on the 16th day of September, 1865. An Order of Discharge was granted by the County Court of Buckinghamshire, holden at Aylesbury, on the 8th day of November, 1865.

John Robinson, of Repton, in the county of Derby, Grocer, Baker, and Provision Dealer, adjudicated bankrupt on the 11th day of September, 1865. An Order of Discharge was granted by the County Court of Staffordshire, holden at Burton-on-Trent, on the 13th day of November, 1865.

Elijah Gosden, of Pirbright, Surrey, Farmer, adjudicated bankrupt on the 12th day of May, 1865. An Order of Discharge was granted by the County Court of Surrey, holden at Guildford, on the 13th day of November, 1865.

Henry August Herwig, formerly of the Harbour Inn, Harbour-street, in the town of Folkestone, in the county of Kent, Innkeeper, then and now living in furnished lodgings in Dover-street, in the town of Folkestone aforesaid, Servant, adjudicated bankrupt on the 15th day of August, 1865. An Order of Discharge was granted by the County Court of Kent, holden at Folkestone, on the 15th day of November, 1865.

Thomas Hammon, formerly of Cheriton, in the county of Kent, Grocer, now lodging at the Bouverie Arms, in the town of Folkestone, in the county of Kent, out of business, adjudicated bankrupt on the 15th day of August, 1865. An Order of Discharge was granted by the County Court of Kent, holden at Folkestone, on the 15th day of November, 1865.

John Cooper, lately residing in the Church-street, Nuneaton, in the county of Warwick, and keeping a Retail Beerhouse, called or known by the sign of the King's Head Inn, but now out of business, adjudicated bankrupt on the 26th day of August, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Nuneaton, on the 17th day of November, 1865.

Joseph Morve, of the parish of Bulkington, in the county of Warwick, Carrier, previously of the same place, Carrier, Grocer, and Provision Dealer, adjudicated bankrupt on the 24th day of August, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Nuneaton, on the 17th day of November, 1865.

Sarah Ann Firth, of No. 5, Moorland View, Reservoir-street, in the parish of Leeds, in the county of York, Gold and Silver Letter Manufacturer, Widow, adjudicated bankrupt on the 15th day of September, 1865. An Order of Discharge was granted by the County Court of Yorkshire, holden at Leeds, on the 15th day of November, 1865.

Sydney Smith, of Leeds, in the county of York (in lodgings), out of business, previously of Leeds aforesaid, Glass and China Dealer, theretofore of Harrogate, in the said county, Glass and China Dealer, adjudicated bankrupt on the 22nd day of September, 1865. An Order of Discharge was granted by the County Court of Yorkshire, holden at Leeds, on the 15th day of November, 1865.

James Cocks, of George's-street, Leeds, in the county of York, Cordwainer and Dealer in Shoe Maker's Grindery, adjudicated bankrupt on the 26th day of September, 1865. An Order of Discharge was granted by the County Court of Yorkshire, holden at Leeds, on the 15th day of November, 1865.

William Anthony Dance, of Leeds, in the county of York (in lodgings), out of business, previously of Leeds aforesaid, Stone Merchant, adjudicated bankrupt on the 15th day of September, 1865. An Order of Discharge was granted by the County Court of Yorkshire, holden at Leeds, on the 15th day of November, 1865.

John Duthie, of Leeds, in the county of York, Book-binder, adjudicated bankrupt on the 25th day of July, 1862. An Order of Discharge was granted by the County Court of Yorkshire, holden at Leeds, on the 15th day of November, 1865.

Thomas Williams, of Devoran, in the parish of Feock, in the county of Cornwall, Farm Labourer, adjudicated bankrupt on the 9th day of October, 1865. An Order of Discharge was granted by the County Court of Cornwall, holden at Truro, on the 18th day of November, 1865.

John Charles Wroath, of Truro, in the county of Cornwall, Smith and Grocer, adjudicated bankrupt on the 11th day of October, 1865. An Order of Discharge was granted by the County Court of Cornwall, holden at Truro, on the 18th day of November, 1865.

John Bennett, of the Oldbury-road, West Smethwick, in the parish of Harborne, in the county of Stafford, Accountant Clerk, adjudicated bankrupt on the 12th day of October, 1865. An Order of Discharge was granted by the County Court of Staffordshire, holden at Oldbury, on the 17th day of November, 1865.

John Watcham, of Washbrook, in the county of Suffolk, Painter, Glazier, and Plumber, adjudicated bankrupt on the 26th day of August, 1865. An Order of Discharge was granted by the County Court of Suffolk, holden at Ipswich, on the 16th day of November, 1865.

Joseph Henderson, late of the Dog and Gun Beer House, Neasham-lane, near Darlington, in the county of Durham, Beer House Keeper, Cow Keeper, and Cattle Dealer, now of No. 7, Saint John's-place, Darlington aforesaid, out of business, adjudicated bankrupt on the 19th day of September, 1865. An Order of Discharge was granted by the County Court of Durham, holden at Darlington, on the 15th day of November, 1865.

John Donnelly, of Darlington, in the county of Durham, Provision Dealer and Potato Merchant, adjudicated bankrupt on the 27th day of September, 1865. An Order of Discharge was granted by the County Court of Durham, holden at Darlington, on the 15th day of November, 1865.

Thomas Moss, of Delf House, Park-lane, Pemberton, in the county of Lancashire, Horse Tenter, previously of Douglas Bank, Wigan, in the said county, Bookkeeper, adjudicated bankrupt on the 22nd day of August, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Wigan, on the 16th day of November 1865.

John Joseph Moore, of Farnworth, in the county of Lancaster, Tinplate Worker and Gas Fitter, adjudicated bankrupt on the 11th day of October, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Bolton, on the 17th day of November, 1865.

Jabez Pearson, of No. 46, Bolton-road, Over Darwen, in the county of Lancaster, Bookbinder, adjudicated bankrupt (in forma pauperis) by a Registrar of the Court of Bankruptcy, for the Manchester District, attending at Her Majesty's Prison at Lancaster, on the 16th day of August, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Blackburn, on the 13th day of November, 1865.

James Kelley, of No. 1, Virgil-street, Liverpool, in the county of Lancaster, and occupying a Stall in Saint Martin's Market, Liverpool aforesaid, and formerly residing at No. 282, Derby-road, Bootle, in the said county, carrying on business as a Butcher, adjudicated bankrupt on the 23rd day of August, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Liverpool, on the 27th day of October, 1865.

William Crook, of No. 5, Copperas Hill, Liverpool, in the county of Lancaster, late Tobaccoist, now out of business, previously of No. 9, New-road, Lancaster, in the county of Lancaster, trading in copartnership with James Crook, under the style or firm of J. and W. Crook, Tailors and Drapers, and residing at The Greaves, in Lancaster aforesaid, adjudicated bankrupt on the 23rd day of August, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Liverpool, on the 27th day of October, 1865.

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 8th day of November, 1865, granted to Joseph Martindale, formerly carrying on business in copartnership with George Saul, at Liverpool, in the county of Lancaster, as a Passage Broker and Bullion Dealer, under the firm of Saul, Martindale, and Co.; afterwards of the same place, out of business; afterwards at lodgings in King-street, Workington, in the county of Cumberland, out of business; and now at lodgings at No. 6, Cumberland-terrace, Sunderland, in the county of Durham, out of business, who was adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed by him in the said Court of Bankruptcy, on the 21st day of September, 1865, 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.

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 8th day of November, 1865, granted to Thomas Chapman, late of Waterhouses, in the county of Durham, Joiner, Grocer, and Draper, and now of Crook, in the said county, Journeyman Joiner, who was adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed by him in the said Court of Bankruptcy, on the 5th day of August 1865; 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.

In the County Court of Yorkshire, holden at Goole.

In the Matter of Frederick Backhouse the elder, of Goole, in the county of York, Plumber, Glazier, Gas Fitter, Painter, Decorator, and Paperhanger.

WHEREAS at a public sitting of the said County Court, held on the 17th of October, 1865, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the granting thereof.

In the County Court of Cambridgeshire, holden at Cambridge.

In the Matter of Thomas Gwynn, now and for about three months last past residing at 38, Norfolk-street, in the parish of Saint Andrew the Less, in the town of Cambridge, in the county of Cambridge, previously for about six months lodging at 37, Norfolk-street aforesaid, and before that, for about three years, residing at 4, Bentinck-street, in the parish aforesaid, and previously lodging in Coronation-street, in the said parish, and formerly residing at 34, Union-road, in the said parish, during the whole of that time working at the Great Eastern Railway Station, in the said town, as a Boiler Maker.

WHEREAS at a public sitting of the Court held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be delivered to the bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court. — Dated this 14th day of November, 1865.

In the County Court of Suffolk, holden at Ipswich.

In the Matter of Thomas Hordle Whittingham, at Lodgings at Ashmore Cottage, Wherstead-road, Ipswich, aforesaid, in the county of Suffolk, Plumber, Painter, and Glazier.

WHEREAS at a public sitting of the Court holden this day for the said bankrupt to pass his Last Examination and make application for his Discharge (under The Bankruptcy Act, 1861), and the Court being of an opinion that the said bankrupt could not have had, when he contracted a certain debt proved under the bankruptcy, any reasonable or probable ground of expectation of being able to pay the said debt, did adjudge that the said Thomas Hordle Whittingham, for his said offence, should be imprisoned in the Borough Gaol of Ipswich for the period of six weeks, to be computed from the day of the date hereof, and at the expiration of that time, should be entitled to his discharge. Notice is hereby given that an order of discharge will be drawn up and delivered to the said bankrupt after the expiration of the above-named period of imprisonment, unless an appeal be duly entered against the judgment of the said Court within thirty days from this date. — Dated this 2nd day of November, 1865.

In the County Court of Suffolk, holden at Ipswich.

In the Matter of Robert Samuel Kersey, of Upper Orwell-street, Ipswich, in the county of Suffolk, Cabinet Maker and Shopkeeper, a Bankrupt.

WHEREAS at a public sitting of the Court on the 19th day of October, 1865, and by adjournment to the 2nd day of November, 1865, for the said bankrupt to pass his Last Examination, and also to make application for his Discharge, under "The Bankruptcy Act, 1861" (whereof and of the purport whereof the notice required in that behalf was duly given), the said bankrupt passed his last examination and made application for his discharge. And the Court having heard what was alleged by the solicitor for the said bankrupt, and by the solicitors for the assignees, and being of opinion that the bankrupt's wife had, with the knowledge of the bankrupt, secreted certain articles, part of the effects possessed by the bankrupt at the time of filing his petition, to the value of £8 and upwards, adjourned the meeting for granting the order of discharge in the case sine die, with liberty to the bankrupt to apply on the payment of the sum of £8 into the hands of the official assignee.—Dated this 2nd day of November, 1865.

THOMAS EWING WINSLOW, Esquire, one of Her Majesty's Commissioners authorised to act under a Petition for adjudication of Bankruptcy, filed the 18th day of October, 1864, by Charles Dearie, of No. 7, Frederick's-place, Old Jewry, in the city of London, Merchant, Dealer and Chapman, trading under the firm of Charles Dearie and Company, a bankrupt, will sit on the 15th day of December, 1865, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

HENRY JAMES PERRY, Esq., Her Majesty's Commissioner authorised to act under a Petition for adjudication of Bankruptcy, dated on the 17th day of July, 1844, against Adam Watson, George Mackenzie, and Murdock Mackenzie, of Liverpool, in the county of Lancaster, Ship Brokers, will sit on the 21st day of December, 1865, at eleven o'clock in the forenoon, at the District Court of Bankruptcy, in Liverpool, in order to make a Joint Dividend of the estate and effects of the said bankrupts; when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend, and all claims not then proved will be disallowed.

ORDER by the Lords of Council and Session, in pursuance of the Bankruptcy Statute.

Edinburgh, 14th November, 1865.

THE Lords of Council and Session, having received the eighth annual report of the Accountant in Bankruptcy in Scotland, which, as required by the Statute, shows, as at the close of October, 1864, the state of each sequestration in Scotland returned to the Accountant in pursuance of the Statute, do hereby direct that the said report shall be published by being patent to all concerned, at the office of the Accountant, New Register House, Edinburgh, for one year from this date, and shall, after expiry of that period, be transmitted to the Deputy Keeper of the Records; and the Lords direct this order to be published by the Accountant in the Edinburgh and London Gazettes, and in one of the advertising newspapers of Edinburgh, London, and Dublin; and the Lords direct this order to be engrossed in the books of Sederunt.

(Signed) *Dun. M'Neill, I.P.D.*

Published in obedience to the above direction by
George A. Esson,

Accountant in Bankruptcy in Scotland,
New Register House,

Edinburgh, 16th November, 1864.

THE estates of John Cormack, Clerk, presently residing in Avon-street, Paisley-road, in the county of Renfrew, were sequestrated on 16th day of November, 1865, by the Sheriff of the county of Renfrew.

The first deliverance is dated the 16th day of November, 1865.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Friday, the 24th day of November, 1865, within the County Hotel, County-place, Paisley.

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, 1866.

A Warrant of Protection has been granted to the Bankrupt until the meeting for election of the trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

RICHD. M'CULLOCH, Writer,
113, St. Vincent-street, Glasgow, Agent.

NOTICE.

THE estates of John Arthur Bailly, Draper, No. 143, George-street, Aberdeen, were sequestrated on the 17th day of November, 1865, by the Sheriff of Aberdeenshire.

The first deliverance is dated the said 17th of November, 1865.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 28th day of November, 1865, within the Lemon Tree Hotel, Aberdeen.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of March, 1866.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

D. G. CATTANACH, Advocate, in Aberdeen,
Agent.

Aberdeen, November 17, 1865.

THE estates of John King, Grocer and Provision Merchant, Main-street, Gorbals, Glasgow, were sequestrated by the Sheriff of the county of Lanark on the 18th day of November, 1865.

The first deliverance is dated 18th November, 1865.

The meeting to elect the Trustee and Commissioners will be held within the Faculty Hall, Saint George's-place, Glasgow, on Tuesday, the 28th day of November, 1865, at twelve o'clock, noon.

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, 1866.

A Warrant of Protection has been granted to the bankrupt till the meeting for the election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

W. M. WILSON, Procurator,
Agent in the Sequestration.

116, St. Vincent-street,
Glasgow, 20th November, 1865.

THE estates of Peter Ferguson, Mason and Builder, in Glasgow, one of the Partners of the late firm of Ferguson and M'Coy, Masons and Builders, in Glasgow, as such Partner, and as an Individual, were sequestrated on the 17th November, 1865, by the Sheriff of Lanarkshire.

The first deliverance is dated the 17th November, 1865.

The meeting to elect the Trustee and Commissioners is to be held within the Faculty-hall, Saint George's-place, Glasgow, at twelve o'clock, noon, on Tuesday, the 28th day of November, 1865.

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, 1866.

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.

MACLEOD and RALSTON, Writers,
161, Hope-street, Glasgow, Agents.

THE estates of John Henry Reid and Company, Commission Merchants, in Glasgow, and John Reid, Commission Merchant there, the sole Partner of said Company,

as such, and as an Individual, were sequestrated on the 17th day of November, 1865, by the Sheriff of Lanarkshire.

The first deliverance is dated 17th November, 1865.

The meeting to elect the Trustee and Commissioners is to be held on Tuesday, the 28th day of November, 1865, at twelve o'clock, noon, within the Faculty of Hall, Saint George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and

grounds of debt must be lodged on or before the 17th day of March, 1866.

A Warrant of Protection has been granted to the bankrupt until the meeting for election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WILLIAM BURNS, Agent,
50, West George-street, Glasgow.

All Letters must be Post-paid and all communications on the business of the London Gazette to be addressed to the Office, No. 45, St. Martin's Lane.

Published by THOMAS LAWRENCE BEHAN, Editor, Manager, and Publisher, of No. 26, Charles Street, in the Parish of St. James, at No. 45, St. Martin's Lane, in the Parish of St. Martin-in-the-Fields, both in the County of Middlesex.

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Tuesday, November 21, 1865.

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